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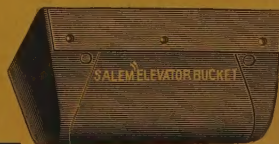
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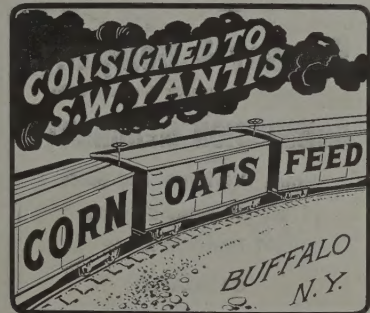
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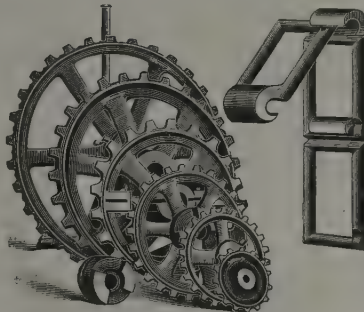
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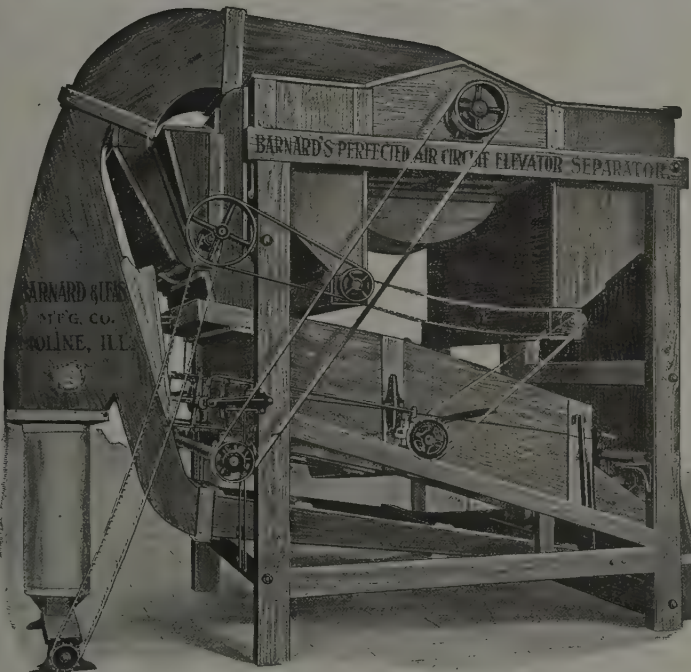
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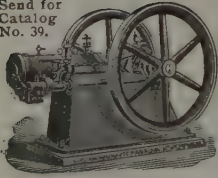


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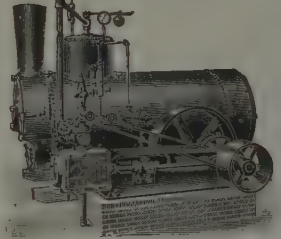


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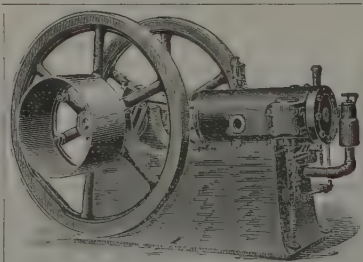
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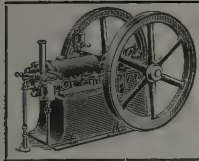
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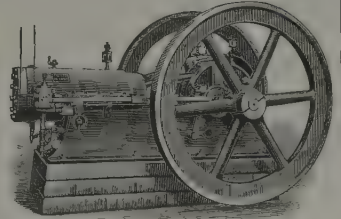


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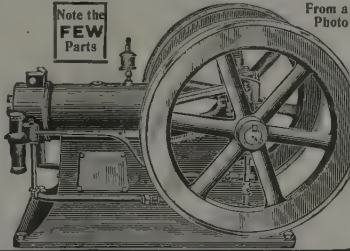
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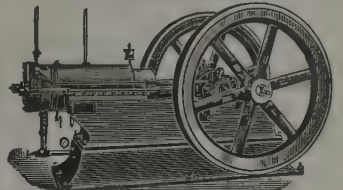
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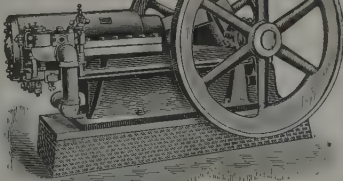


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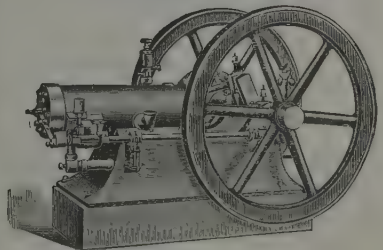
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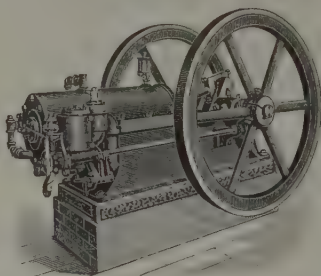
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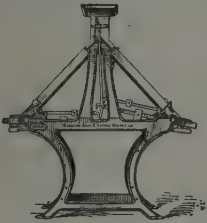
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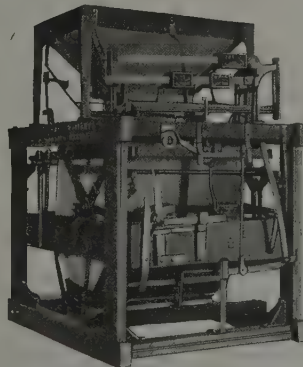
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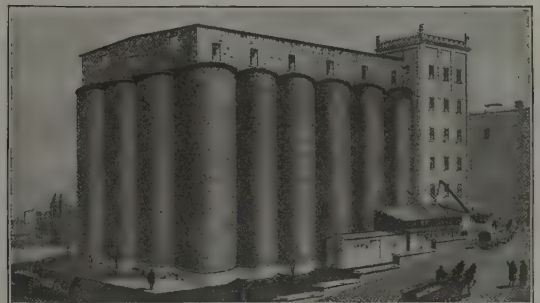
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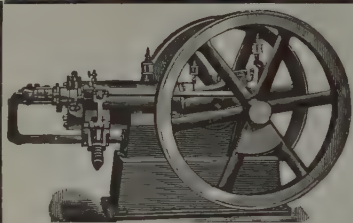
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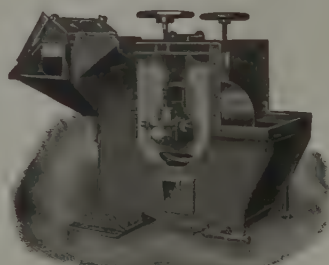
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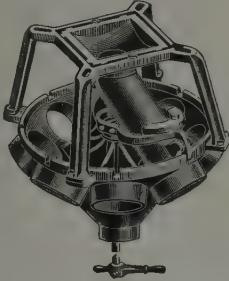
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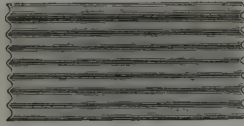
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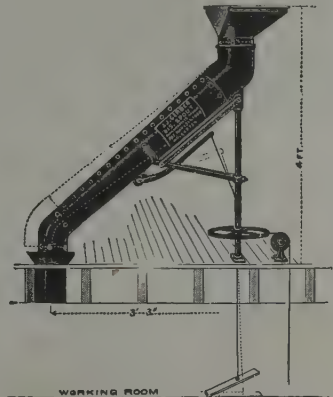
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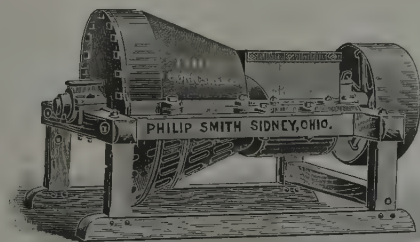
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This machine is acknowledged by all who have used it to be the most perfect cleaner made for all kinds of seeds—Clovers, Timothy, Red Top, Blue Grass, Millet, Flax, etc., and is equally as good for all kinds of grain. A "Clipper"

Cleaner will pay for itself in one year's time, inasmuch as it requires but one-quarter the power of a suction cleaner of equal capacity, and will do a far greater variety of work with better results.

We would be pleased to mail you our 1905 catalog, prices and full information.

A. T. Ferrell & Co.

Saginaw, W. S., Mich.



Decide Now

THAT THE NEW PROCESS CORN CLEANER

is the machine you **must** have if you want clean corn; corn that will grade and bring the top of the market every time. ¶ One of the special features of this machine is that it can also be used for cleaning oats or small grain, by using special sieves. A most economical machine for the country elevator. The grain is subjected to the wind of the "blast" and "suction" fans from the time it enters the machine until it is discharged in clean marketable condition. ¶ This cleaner should be used in connection with our **NEW PROCESS CORN SHELLER**, then you have a combination that can't be beat. Our full line of **Corn Shellers and Cleaners** as well as all supplies needed for an elevator is fully illustrated and described in our catalog. Send for it now.

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THE HESS DRIER

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Ninety-five Per Cent

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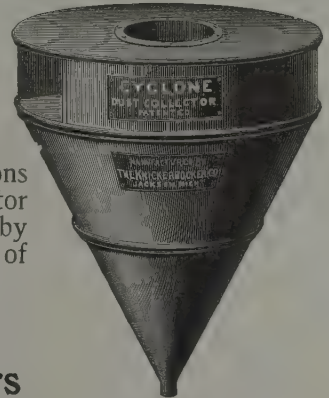
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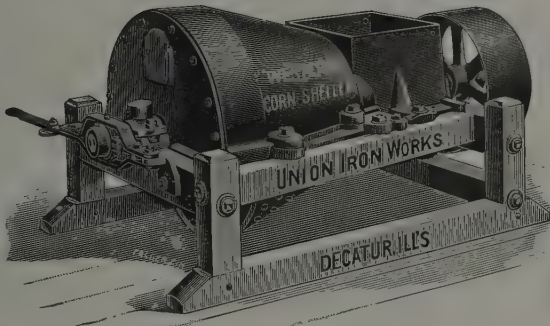
makes your house a better risk, hence a lower rate of insurance. No chance of dust explosions if your elevator is kept clean by an equipment of



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Do You Intend to Build an Elevator this Season?

If so, correspond with or see the

UNION IRON WORKS

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Plans to Suit Each Location by a Licensed Architect

Manufacturers of the justly celebrated WESTERN MACHINERY—Corn Shellers, Corn Cleaners, Elevator Heads and Boots, Pulleys, Boxes, Shafting, etc.

WRITE FOR OUR CATALOG AND PRICES

ELEVATORS FOR SALE.

ELEVATOR FOR SALE. The Elevator Broker, Review Bldg., Decatur, Ills.

ELEVATOR, STORE and coal business for sale. Have a large farmers trade. Address F. E. Barbee & Co., Glenarm, Ill.

ELEVATORS FOR SALE in the corn belt of Illinois and Indiana. Bargains if taken at once. Address James M. Maguire, Campus, Illinois.

FOR SALE—A line of six elevators in Western Ohio; can be sold together or separately. Aaron Smick, Elevator Broker, Decatur, Ill.

FOR SALE. Send for List of No. 19, the largest number of Country Elevators, Transfer Houses, Etc., ever offered. C. A. Burks, Chamber of Commerce, Decatur, Ill.

LARGE COUNTRY ELEVATOR in corn and oat section of Illinois for sale. Chicago, also eastern outlets. A fine opening to party wanting good property. Address W. R. J., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, HAY & COAL Business for sale. In good repair. Gasoline Power. In good town located in excellent territory in Northwestern Ohio. Price \$2,000. Address D, Box 3, Grain Dealers Journal, Chicago, Ill.

WE WILL SELL our Grain Implement and Coal trade, including 20,000 bu. elevator, office, coal sheds for 600 tons coal in city of 2,500 in Ohio, for \$7,000. Half cash. One good competitor. Address Box 324, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, GRAIN AND COAL business for sale at one of the best stations in Central Illinois on Wabash Railroad; ideal location, good town, good schools, good churches; 600,000 bu. station. Address Post, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, lumber and coal business in Western Indiana for sale. 15,000 bu. capacity, handles about 200,000 bu. corn, oats and wheat per year. Lumber shed, 56x60. Coal bins for 250 tons. No competition in either line. Good town, churches and schools. Address Day, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A line of 5 elevators with a capacity of 100,000 bu. located in fine oats and corn country of eastern Indiana on three railroads leading out from home office within radius of 12 miles. The houses are in fine condition and up-to-date and handle 700 to 1,000 cars grain and hay annually; fine farming country and home office is in county seat of 5,000 population having electric lights, water works, interurban railway, and four schools with High School. Elegant location and fine opportunity as the owner has other business and anyone desiring a good and thrifty business will be justified in investigating this, which includes a hay barn at home office holding 30 cars and plenty of room for sheds should a party wish to go into the coal business, which is growing, as our natural gas is getting weak. Address The Carroll Elevator Co., Decatur, Ind.

ELEVATORS FOR SALE.

ELEVATORS in Illinois, Indiana, Iowa, Missouri, Kansas and Minnesota, for sale by The Elevator Broker, Review Bldg., Decatur, Ill.

ELEVATORS for sale in the Central and Western States; write for descriptions. Aaron Smick, Elevator Broker, Decatur, Ill.

IF YOU want to invest \$3,500 in a business allied with the Grain Trade that will make \$5,000 to \$8,000 the first year address C. A. Burks, Chamber of Commerce, Decatur, Ill.

ELEVATOR AND COAL BUSINESS for sale in best corn and oats territory in Indiana. This proposition will bear personal investigation. Address Central Ind., Box 3, Grain Dealers Journal, Chicago, Ill.

WISCONSIN ELEVATOR, with capacity of 24,000 bushels, with rollers and stones for grinding feed; large and well established business in city of 18,000, for sale. Address Wisconsin, Box 2, Grain Dealers Journal, Chicago, Ill.

OUR 65,000-bu. elevator in Indiana town of 1,000 population. One competitor. Station handles 800,000 bu. Price, \$15,000. Half cash, balance to suit purchaser. Address Box 329, Grain Dealers Journal, Chicago, Ill.

IF YOU ARE in the market to buy an elevator in Ohio, that is new, up to date, and a good one that pays 4 to 5 thousand dollars per year net profit, for \$15,000.00, write at once if you mean business. Address Snap, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE or rent; 12 bins; large dump; 10-h. p. gasoline engine; only elevator in town of 600; feed and warehouse connected; large office; 6 ton wagon scales; 200 bu. hopper scale; good flour and fed exchange business. Address Stewart Lumber Co., Denison, Ia.

GOOD 8,000-BUSHEL ELEVATOR for sale, Howe Hopper Scale, Barnard & Leas Separator, Coffield Gasoline Engine, Howe 6-ton Wagon Scale under roof, two-story building for flour, etc., ice-house and seven lots. On C. & N. W. R. R. Will sell all or part. Address Geo. L. King, Ida Grove, Iowa.

FOR SALE or trade for Kansas land, a 10,000 bushel capacity elevator; feed and flour exchange, and a good coal business. Good engine and cleaner; all up to date machinery. A store room 25x90 feet. Located on the Lake Shore R. R. and St. Joe Interurban. For further information address S. S. Eash, Shipshewana, Indiana.

ELEVATOR, LUMBER AND COAL business in one of the best sections of Iowa for sale. 15,000 bu. capacity, coal bins for 300 tons, lumber shed 20x120 ft., with hood, sash and door house 20x40 ft. office and fixtures, platform scales, etc. Has made a satisfactory profit for the last 5 years. Situated on the M. & St. L. Best location in town. Reasons for selling, going west. Let us hear from you if you mean business. None others need apply. Some one will get a bargain. Address S. S. Vought & Co., Livermore, Ia.

ELEVATORS FOR SALE.

TWO ELEVATORS in best grain points in eastern Illinois for sale at a bargain. Address S. W. F., Grain Dealers Journal, Chicago, Ill.

FOR SALE, very reasonable, two elevators on C. M. & St. P. road, southern Minnesota. No trades. Address Lock Box 47, Spencer, Iowa.

TWO GOOD elevators in corn belt of Illinois. One in town of 7,500. Write for particulars. Address Box 330, Grain Dealers Journal, Chicago, Ills.

FOR SALE—I have several very desirable elevators in my hands for sale. For particulars call on or address E. B. McComb, 21 Board of Trade, Indianapolis, Indiana.

EASTERN ILLINOIS ELEVATOR for sale; nearly new; capacity 60,000 bus.; good corn and oats territory; station handles 400 to 500,000 bus.; one competitor. James M. Maguire, Campus, Ill.

TWO ELEVATORS for sale in the corn belt of Iowa; handle lumber, coal and feed at each elevator. Will sell elevators with or without lumber yards. Address John, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—3 central Indiana elevators on Big 4, in fine agricultural section. Handle 150,000 to 175,000 bus. of wheat annually. Also oats, corn, clover seed and coal. Write Bargain, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE on the Grand Trunk Railroad in Eastern Michigan, capacity 60,000 bushels; well equipped with machinery for handling grain and beans; will sell cheap. Address Wright, Box 1, Grain Dealers Journal, Chicago, Ill.

GRAIN, COAL, LUMBER and residence in town of 400 in Illinois on the I. C. Too good to do justice in short description. \$15,500. Part cash, balance to suit. One competitor. Good territory. I will give full particulars. Address Box 325, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Small elevator in a small town in northern Indiana, on a trunk line road. Only elevator in town. Price low for cash. Good chance for a man of small means, if he can be contented to live in small town. Capacity 8,000 bus. Address H. C., Box 2, Grain Dealers Journal, Chicago, Ill.

MODERN ELEVATOR, 80,000 bu. cap. in northern Illinois town of 600. Good territory as can be found in the state. Also 25,000 bu. house with everything ideal. Must be sold together. Price \$30,000. Might consider good farm. Address Box 328, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE with 14,000 capacity; one dump; as good corn and grain section as Ohio produces. Also dwelling house close by. Good trade in flour, feed also. Up-to-date town; good banks, churches and fine school. Electric line is also a convenience. A money maker, and only reason for selling is other business. Cheap if sold soon. Address P., Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

GRAIN AND LUMBER business in Illinois doing first class business. Terms reasonable. Address Box 321, Grain Dealers Journal, Chicago, Ills.

NEW ELEVATOR in 1902 for sale. 20,000 bu., gasoline power, good wheat and corn country. Price \$5,500, part time. W. D. T. Everett, West Milton, O.

WILL SELL our grain and coal business in good town in Central Illinois for \$1,800. One competitor. Address Box 332, Grain Dealers Journal, Chicago, Ills.

ELEVATOR with coal and feed business, on two roads, in good southeastern Iowa town. Snap figure for quick sale. Northwest Land & Trust Company, Peoria, Illinois.

TWO ELEVATORS for sale in Indian Territory; good points. Best reasons for selling. A money making bargain for some one. Address Indian, Box 3, Grain Dealers Journal, Chicago, Ill.

NEW OHIO ELEVATOR with good coal business in connection, located in good corn, wheat and oats territory, for sale or exchange for stock of hardware. Address D. Kester, Pikeville, Ohio.

ELEVATOR FOR SALE in Minnesota; good territory and good business; wish to sell property on account of the death of my husband. Address Mrs. C. W. Fairbank, West Concord, Minn.

ELEVATOR FOR SALE—20,000 bus. capacity. Hay warehouse in connection. On 3 railroads, county seat, 3,000 people. Electric power, cheap for cash or will trade for farm. Write Box 40, Allegan, Mich.

ELEVATOR and two stations in N.W. Okla. Elevator is well equipped with gasoline engine, sheller, two cleaners, feed mill. Capacity 12,000 bu. Have fair flour and feed business. Good reasons for selling. For full particulars address L. L. Hime, Newkirk, Okla.

TWO ELEVATORS and one station with scales, cribs and oats bin for sale, in corn and oats belt S. W. Iowa. All handle coal. Total capacity elevator, 200,000 bu. Good reason for selling; will sell one or all. All doing good business. Crop prospects good. Address J. H. Hulbert & Co., Greenfield, Iowa.

ELEVATORS WANTED.

ELEVATOR WANTED to rent. Address Box 62, Parkersburg, Ia.

I WANT an Elevator in Illinois that will handle 200,000 to 300,000 bu. annually to cost \$5,000 to \$7,500. R. E. Cartwright, Bement, Ills.

ELEVATORS WANTED—List your elevator with me. I have cash buyers for good plants. Aaron Smick, Elevator Broker, Decatur, Ill.

ELEVATOR WANTED—In exchange for general store; stock invoice \$7,500. Good town and country around it. Yearly sales \$16,000; good thing for party that wants retail business. Address G. A. H., Box 395, Celina, O.

FEED FOR SALE.

ALFALFA MEAL for horses, cows and hogs, \$15 per ton; fine and extra green, \$17 per ton, f. o. b. Wise Elevator, Canfield, Colo.

SITUATIONS WANTED.

SITUATION WANTED in elevator. Two years experience; can furnish reference. Address Lock Box 343, Peterson, Ia.

YOUNG MAN with some experience desires position in a grain office; references. Address Bab, Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by young man experienced in grain, coal and lumber. Can handle gasoline engine. Address Box 704, Pontiac, Ill.

POSITION WANTED on road for progressive receiver, by competent man of wide experience. Address B. G. R., Box 3, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—Bookkeeper; has had several years experience in the grain business; references. Address H. H. H., Box 3, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—Have had several years experience in grain business; want position as solicitor or buyer. Address Pull, Box 3, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as manager of an elevator, thoroughly understand the handling and purifying of grain; can give best of references. Address Robt. Nabstedt, Davenport, Iowa.

POSITION WANTED as grain buyer by a thoroughly competent all round man. At refs. Present employers included. Address Still, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION wanted by young man, who has had wide experience in the grain business and able to furnish the best of references as to ability and character. At present under contract until July 1st. Address Kroy, Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by single man 29 years old with six years' experience in milling and grain business. Four years keeping books, two on the road as salesman. Good references. Can do any kind of office work. Will go anywhere. Address B. W. Peeples, Milan, Tenn.

POSITION WANTED by young man of good character and excellent habits, having ten years experience and thoroughly familiar with every detail of cash grain business, would like to engage with first class firm. Capable of handling branch office. Address Competent, Box 3, Grain Dealers Journal, Chicago, Ill.

OWING TO CHANGE with my present employer's elevator I offer my services as an all-around elevator man, from office to handling machinery and grading grain; can furnish reference; salary reasonable to start. Address C. O. Q., Box 2, Grain Dealers Journal, Chicago, Ill.

IF YOU can use a man 30 yrs. old, with no bad habits, who has had 5 yrs. experience in the grain, coal and feed business, with live stock and lumber as a side issue, one year each on the road and in the retail grocery business, drop me a line. Address Arodle, Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED by good reliable man as manager of feed store or country elevator; would take 1/3 or 1/2 interest in good point. Reference given. Address Lock Box 131, Ohio City, Ohio.

MILLS FOR SALE.

FLOURING MILL for sale or trade; 200-bbl. capacity. For particulars and terms address Cameron Investment Company, Cameron, Missouri.

FLOUR, FEED and Saw Mill combined for sale. Would take Detroit or Jackson, Mich., property in part payment. W. B. Collins, Gregory, Mich.

FOR SALE—100-bbl. 4-story brick steam mill, close to Minneapolis, in excellent order, well established trade. Address Geo. Knoblauch, Carver, Minn.

FOR SALE very cheap, 125-bbl. mill in South Dakota. Two 100-h.p. boilers, electric light plant in connection. Good business. A. W. W. Devers, Mitchell, S. D.

FOR SALE—200 bbl. water power mill in Michigan, first-class order; 100 h. p. engine and boiler. Fine coal trade in connection, splendid opportunity for right party, good reason for selling. H. F. Bush, Fenton, Mich.

AN UP-TO-DATE Roller Feed Mill for sale or trade. Built in 1900; in good repair; doing splendid business; splendid opportunity for man with small capital. Failing health reason for selling. If you mean business, write quick. E. E. Godard, Delmar, Ia.

BEST WATER POWER AND MILL proposition in the West. Large stream, rock bottom, permanent dam, business established, best wheat, corn and alfalfa country. Great opportunity to install alfalfa hay mill, best paying business with great demands for products. O. K. Olmstead, Orleans, Nebraska.

FLOUR AND FEED MILL for sale. Nearly new; established two years. Located in one of the best wheat centers in Northern Michigan on Pere Marquette Ry. Fine opening for hay and grain buyer. Small amount will buy, account of other business requiring owners attention. Address Custer Milling Co., Custer, Michigan.

WE OFFER for sale our 100-barrel water power mill, building 44x100, 4 stories and basement; adjoining mill is an elevator of 65,000 bushels capacity. Mill and elevator are operated by best water power in the state. Also good sized barn, two dwelling houses with 33 acres of land; no better grain section in Ohio. We have operated this plant very successfully for the past 14 years; on account of other business interests requiring a change of residence we are compelled to sell it. Offered at half its value for quick sale. Call on or address Edwards Brothers, Troy, Miami Co., Ohio.

MISCELLANEOUS.

THE LARGEST Elevator Brokerage Business in the United States for sale. For full information write Brokerage, Box 3, Grain Dealers Journal, Chicago, Ills.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

ENGINES FOR SALE.

NEW ERA 20-h.p. gasoline engine for sale; in good condition. Address Dudley & Company, Wren, Ohio.

GAS ENGINE for sale, 25 h. p. with fixtures as good as new, run three years. Address Berne Grain & Hay Co., Berne, Ind.

FOR SALE—One 8x12 Atlas Automatic Engine. Price, \$85. Address Farmers Elevator Mill & Coal Co., Lucas, Kan.

FOR SALE—50 and 60-h. p. Gasoline Engines; practically new at a bargain. Room 515 Ogden Building, 34 Clark St., Chicago, Ill.

GASOLINE ENGINES, all sizes. One 12 H. P. good as new at a bargain. Lammert & Mann, 157 So. Jefferson Street, Chicago, Illinois.

ONE 20 H. P. Slide valve horizontal engine, and one 5 x 4 steam pump. Good condition. Thos. Ramsey, 2600 Harvard Street, Chicago, Ill.

NEW COLUMBIA GASOLINE ENGINE for sale, 20-h. p., as good as new; have no more use for it. Address Stege Bros., Matteson, Ill.

ST. LOUIS CORLISS ENGINE, 20x42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling Co., Kansas City, Mo.

FOR SALE—25-h.p. Columbus; 7½-h.p. Fairbanks; 6-h.p. Lewis gasoline engines. All in good condition. Will exchange. Write us. Wallace Machinery Co., Champaign, Ill.

GASOLINE ENGINE BARGAINS—10-h.p. White and Middleton \$225; 6-h.p. Backus \$175; 2-h.p. Tuttle \$55, and others. Talbot Lennox Machinery Co., 10 S. Clinton St., Chicago, Ill.

FAIRBANKS GASOLINE ENGINE 25-h.p. for sale; used 18 months; good as new; wish to sell because need more power. Address Horner Elevator & Mill Company, Lawrenceville, Ill.

BARGAINS in slightly used gasoline engines, different makes; sizes 2 to 25-h. p., all A-1 shape and taken in trade on modern Witte engines. Write us for prices. Witte Iron Works Co., 526 W. 5th Street, Kansas City, Missouri.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

OTTO GAS or GASOLINE ENGINE for sale. 38 H. P., good as new but too small, now being replaced by 75 H. P. Will sell cheap for cash or a little cash and balance in time, payments to suit. Address The H. L. Strong Grain Co., Kansas City, Mo.

FOR SALE—In fine condition, one 8-h. p. Webster and one 8-h. p. Lewis gasoline engines, both engines equipped with electric ignition gasoline tank, water tank and muffler; look like new. Price each \$200 cash, f. o. b. Chicago. Address J. F. Atherton & Co., 30 and 32 S. Canal St., Chicago.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

GASOLINE ENGINE for sale; 25-h. p. Fairbanks gasoline engine. Now in use and in good repair. Delivery Aug. 15th. Bemis Bro. Bag Co., Kansas City, Mo.

FOR SALE—Modern 8-h. p. gas engine at a bargain, for \$150; reason for selling, must install a larger engine. Imperial Expanded Metal Co., 1538 Monadnock Block, Chicago, Ill.

FOR SALE—If you want a good second hand gas or gasoline engine from 2-h. p. up, or a place to have your repairing done, address J. E. Plunket, 119 Washington Blvd., Chicago, Ill.

GASOLINE ENGINES FOR SALE.
One 12-h. p. Webster.....\$325.00
One 25-h. p. Otto.....\$425.00
One 35-h. p. Otto.....\$550.00
Colborne Mfg. Co.,
35 Indiana St., Chicago.

GRAIN DEALERS GASOLINE ENGINE is the latest improved gasoline engine on the market, specially designed for the grain trade. Send for circular and prices that defy competition.

DAVIS-JOHNSON CO.
9 S. Canal St. Chicago, Ill.

GASOLINE ENGINES for sale at a bargain.

One 10-h. p. Columbus.
One 14-h. p. Ohio.
One 5-h. p. Charter.
One 6-h. p. Fairbanks Electric Lighting Engine with dynamo. All are in first-class condition. C. P. & J. Lauson, 103 W. Water St., Milwaukee, Wis.

SLIGHTLY USED GASOLINE ENGINES FOR SALE.

1-4½ h. p. Webster.....\$125.00
1-5 h. p. Charter.....135.00
1-5 h. p. Webster.....150.00
1-3½ h. p. Burrell.....100.00
1-7½ h. p. Webster.....300.00
1-2 h. p. Stover.....50.00
1-12 h. p. Webster new.....400.00

The above engines we will guarantee in first class condition.

ALLEN P. ELY & CO.,
1110 Douglas St. Omaha, Neb.

ENGINES FOR SALE—1 8-h. p. Fairbanks-Morse, second hand, in first-class condition, both electric and hot-tube ignitor; 1 4-h. p. Fairbanks-Morse, in good condition, hot-tube ignitor only; 1 12-h. p. Fairbanks, hot-tube ignitor only; 1 6-h. p. Lewis and 1 12-h. p. Lewis, both electric ignitors; 1 12-h. p. White, in good shape, with electric ignitor; 1 4-h. p. Model horizontal and 1-h. p. Model, both electric ignitors. All the above engines for sale cheap. Lennox Machine Co., 307 Third St., S. Minneapolis, Minn.

ENGINES AND BOILERS.

TUBULAR BOILER for sale; 66 in. x 15 ft.; good condition. Reason for selling, putting in larger one. Possession given at once. Address Goshen Mfg. Co., Goshen, Indiana.

THREE 72x20 second-hand boilers that will stand 175 lbs. cold water pressure or 125 lbs. steam pressure; in first class condition. A bargain. Address Manufacturers' Supply Co., Minneapolis, Minn.

ENGINES FOR SALE.

One 4 H. P. Lammert & Mann gasoline engine, almost new, cheap. C. A. Kreger, Box 10, Grain Dealers Journal, Chicago.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FIFTY TON Fairbanks scale in fine shape and as good as new. Very cheap. Address T. H. Reed & Son, Rushville, Ind.

FAIRBANKS DUMP SCALE for sale; 4 ton, used 6 months, good as new. Morrison Grain Co., Board of Trade, Kansas City, Mo.

NEW AND SECOND HAND Hopper, Platform, Wagon and Track Scales for sale. Get out prices. Satisfaction guaranteed. Beckman Bros., Des Moines, Ia.

HOWE WAGON SCALE for sale. 8x22 ft. with short pillars, shelf and hangers, also wood platform; used less than six months; a bargain. Keiser-Van Leer Co., Bloomington, Ill.

SCALES REPAIRED. We will repair any scales that you may have and make them as good as when they left the factory.

ALLEN P. ELY & CO.
1110 Douglas St. Omaha, Neb.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U., Chicago, Ill.

MACHINES FOR SALE.

HOWES Oat Clipper for sale; good condition; run short time; cheap. D. Gibbs & Son, Saratoga Springs, N. Y.

FOR SALE—At reasonable price, machinery of a 25-bbl. rye mill complete. Address Alert Mills, Fountain City, Wis.

FOR SALE one 200-bu. elevator separator, one 500-bu. corn cleaner and 30 bu. Cranson Scourer. Address E. Brunner, Hope, Kan.

FOR SALE—One 9x18, three pair high feed rolls, W. D. Gray noiseless, style N, good as new. Price \$130.00. Caledonia Milling Co., Caledonia, Mich.

ELEVATOR SEPARATORS for sale. Two B. & L., 1,200 bu. capacity in good condition. Address Mueller & Young Grain Company, Chicago, Ill.

SPECIAL BARGAINS.

One No. 2 Victor Sheller; No. 2 Cornwall Corn Cleaner; No. 6 Clipper Seed Mill; one No. 12 and one No. 14 Boss Car Loaders; several engines; also separators and scourers. Address A. S. Garman & Sons, Akron, Ohio.

FOR SALE—No. 6 Invincible, dustless, compound shake seed separator and grain cleaner, with complete set of 45 screens, good condition, equipped with traveling brushes. Reason for selling, capacity not large enough. Write for prices and particulars. A. A. Berry Seed Co., Clarinda, Ia.

MISCELLANEOUS FOR SALE.

BRASS GRAIN TESTERS at rock bottom prices, three sizes. Write for circular. A. S. Garman & Sons, Akron, O.

FOR SALE—2nd hand 140-lb Flour Bags; 200-lb. Bran Bags, etc., cheap. Wm. Ross & Co., 57 S. Water St., Chicago.

FOR SALE—I-10 h. p. Advance Traction Engine, 1 Peerless Separator, 1 Birdsell Huller. Will sell cheap for cash. Address C. Friedly, Dunkirk, Ohio.

SAVE MONEY ON MACHINERY, engines and boilers, pumps, feed water heaters, fans, blowers, air compressors, gasoline engines. All sizes in stock. Write A. L. Dawson & Co., 29 W. Washington St., Chicago, Ill.

MACHINERY BARGAINS.

500 bu. Fairbanks Hopper Scale, sealed and tested, at \$75.00.

14x36 Allis Corliss Engine, at \$825.00; can furnish condenser.

Large stock of state inspected second-hand boilers, 5 to 150 h. p.

4 second-hand hoisting engines, A No. 1 condition.

Relaying rail, pipe beams, mill machinery and supplies. Address Manufacturer's Supply Co., Minneapolis, Minn.

HAY WANTED.

We want your next consignment of HAY and STRAW. Address R. F. Morrow Commission Co., Chicago, Ill.

HAY consignments solicited. Drafts for 75 per cent of value honored. Prompt returns. R. L. Chenery, Richmond, Va.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

MISCELLANEOUS.

GRAIN BAGS for rent from 100 to 100,000. For rates write Foell & Co., 123 Market St., St. Louis, Mo.

WOOL WANTED. We are in the market as wool jobbers and will pay the market price. Address Berne Grain & Hay Co., Berne, Ind.

ASK YOUR DEALER for the Usona Manila Rope Dressing and the Ivy Bar Belt Dressing or write to the manufacturers. Messrs. Scott & Co., Chicago.

WANTED—The address of every dealer handling chicken feed; samples of our PHOENIX BRAND POULTRY FOOD, MONITOR BRAND CHICK FOOD, Chicken Wheat, Kaffir Corn, Millets, etc., sent free upon application.

THE ILLINOIS SEED CO.,
Department "E," Chicago, Ill.

FOR SALE

White Pine,—Second-hand, 2 x 6 in., surfaced two sides, No. 1 quality, in quantities to suit, carlots or less, f. o. b. Minneapolis.

Apply

The Albert Dickinson Co.
Minneapolis, Minn.

SEEDS FOR SALE.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

SEEDS WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

SEEDS WANTED—Clovers, Timothy, Red Top, Blue Grass, Orchard Grass, Buckwheat, Millets, Seed Grain, etc., etc.

SCHISLER-CORNELI SEED CO.,
813 N. 4th St. St. Louis, Mo.

SEEDS—Clovers, Timothy, Red Top, Blue Grass, Orchard Grass, Buckwheat, Millets, Dwarf Essex Rape, Seed Grain, etc.

THE ILLINOIS SEED CO.,
Chicago, Illinois.

SEEDS WANTED—We want to buy several cars of timothy, clover, red-top, orchard and blue grass. Will buy in lots of from ten bags to carload. Send samples and quote, giving freight rate and stating quantity offered. Jas. L. Vance & Co., Chilhowie, Va.

GRAIN FOR SALE.

WHITE WHEAT for sale. If in need of white wheat write or telegraph Sam Williamson, Salt Lake City, Utah.

RECLEANED RYE for distillers; also mixed cars made up of grain, flour and feed. Let us hear from you. Goshen Milling Co., Goshen, Indiana.

GRAIN WANTED.

YELLOW EAR CORN, oats and hay wanted; drafts honored. Address Produce and Grain Company, Wheeling, W. Va.

CLIPPED WHITE OATS wanted that will test not less than forty pounds to the bushel. Quote delivered. John B. Payne, Lexington, Ky.

MILLING wheat, corn, rye and buckwheat wanted. Send samples and we will make prompt offers. Address T. G. White Cereal Co., Cedar Rapids, Ia.

OATS, RYE AND EAR CORN wanted. We make track bids. Let us hear from you and we will quote you regularly. Johnson & Son, Goshen, Ind.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

WHEAT WANTED; low grade, suitable for chicken feed. Mail samples and name prices delivered to Philadelphia, L. F. Miller & Sons, 2931 N. Broad St., Philadelphia.

PROPOSALS FOR STORAGE AND STRAW. Chief Quartermaster's Office, Chicago, Ill., August 2, 1905. Sealed proposals in triplicate will be received here until 12, noon, September 2, 1905, for furnishing a nine months' supply of oats at Ft. Brady, Mich., and forage and straw at Chicago, Ill., commencing Oct. 1, 1905. U. S. reserves right to accept or reject any or all proposals or any part thereof. Information furnished on application here or to Quartermaster at post named. Envelopes containing proposals to be indorsed "Proposals for Forage and Straw" and addressed to Lt. Col. W. H. Miller, C. Q. M.

MACHINES WANTED.

WHEAT SEPARATOR—Wanted a large wheat separator; name price and capacity. R. B. Hutchcraft, Paris, Ky.

WANTED TO BUY, two second-hand Cyclone Dust Collectors in good condition. Address No. 43 Chamber of Commerce, Milwaukee, Wis.

HELP WANTED.

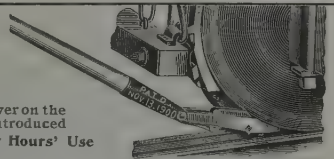
SHIPPER WANTED—Reliable corn and oats shipper in Chicago who is not already represented in Washington, D. C. or vicinity wanted; on brokerage basis. Address Broker, Box 12, Grain Dealers Journal, Chicago, Ill.

The Atlas Car-Mover

Manufactured exclusively by

The Appleton Car-Mover Co.
Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced
Try an "ATLAS." It Will Pay for Itself in a Few Hours' Use



Milwaukee Bag Co

WRITE FOR PRICES MILWAUKEE WIS-

Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/4 x 16 1/4 inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

GRAIN DEALERS JOURNAL, 255 La Salle St., CHICAGO, ILL.

Grain Register No. 12 AA

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/4 x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

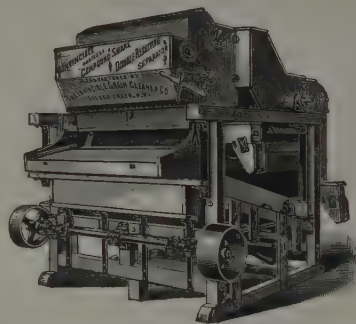
Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

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INVINCIBLE



COMPOUND SHAKE DOUBLE RECEIVING SEPARATOR

We build it in all sizes to meet any required capacity. It stands perfectly quiet and steady under motion and does a quality of work that cannot be equalled by any other cleaner built. We also make it of all iron and steel. We have the best and latest improved screen cleaning brush rig. No bothersome screw shafts but a positive, direct and smooth running cleaner.

INVINCIBLE GRAIN CLEANER CO.
Silver Creek, N. Y.

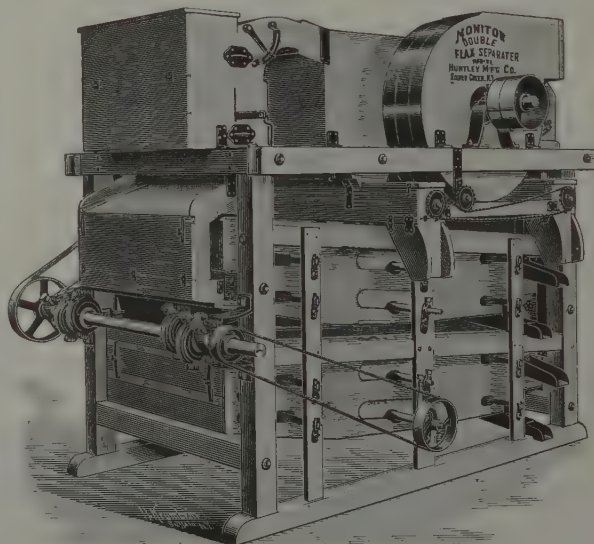
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N. W. REPRESENTATIVES

Strong & Northway Mfg. Co., Minneapolis, Minn.

If you handle Flax to any extent you should have our "Treatise on Flax"



Send for it to-day—This "Treatise on Flax" shows the five styles of Flax Separators which we make, and gives concise descriptions of each. It will show you, too, how it is possible by installing one of these Separators to pay for it in the saving which you can make from its use. The operation of Monitor Flax Separators are such as to bring forth letters like the following:

"About nine months ago we put up a new Elevator in connection with our Mill, in which we installed one of your No. 2-B Monitor Double Flax Separators, which has given excellent satisfaction. We had looked over the fields of different makes of Separators before buying and concluded that you had the best Separator on the market to clean all kinds of grain and do perfect work. We are now satisfied that your machine comes as near being perfect as it can be.—Lake Benton Milling Co., Lake Benton, Minnesota.

"Your favor of the 19th. inst., received. In reply will state that we have been using one of your Flax Cleaners in our cleaning house since 1901, and the same gives good satisfaction. We find that this machine will clean from 450 to 500 bushels per hour.—Sleepy Eye Milling Co., Sleepy Eye, Minnesota.

We have hundreds of letters on file each and every one absolutely conclusive proof that Monitor Flax Separators are the best on the market. We stake our reputation on these machines and shall be glad to have you give them your fullest investigation.

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121 Front St., New York, N. Y., J. W. Perrine, Agent.
Berger Carter Company, San Francisco, Cal.
Hotel Savoy, Kansas City, Mo., H. C. Draver, South'n Agt.



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elevator men of the country is unquestioned.
The character and number of advertise-
ments in its columns tell of its worth.

Letters

on subjects of interest to those engaged in
the grain trade, and trade news items are
always welcome.

Entered at Chicago, Ill., Post Office as
Second Class Matter.

CHICAGO, ILL., AUGUST 10, 1905.

NEW ORLEANS has increased its in-
spection fees from 40 to 50 cents per
car.

WANTED—A person, firm or corpo-
ration which has the confidence of the
people, to verify the Government crop re-
ports.

THE "SHORTAGE" in the grain
crops is very likely to cause a car famine,
but the trade will never suffer from a
shortage of crop killers.

RAILROADS no longer have room for
seven elevators at one station. They pro-
pose to grow forests to supply the ties
needed under their rails, so can not spare
ground for so many useless eltr. sites.
Very sensible.

THE early rush of grain is on, and
some dealers are forgetting to order the
additional insurance needed. In fact they
are so busy they do not know whether
the machinery has been oiled properly
to prevent fire by friction.

PACIFIC COAST wheat, which came
east in such large quantities last fall, is
not likely to take the same route again
this year. In fact, California will be a
buyer instead of a seller, hence much of
the surplus of Oregon, Washington and
Idaho will be sent to that state, and much
of the balance exported in the form of
flour.

GOOD FELLOWSHIP is the best
salve possible to obtain for unsatisfactory
conditions at country points. Nothing
else so quickly promotes harmony and
fosters prosperity. Try it.

THE recent rush of grain to market
has brought with it that old-time arch
enemy of full weights—Leaky Grain
Door; and he is working overtime in an
effort to bring disaster to the shippers.
Many of the shippers are protecting them-
selves against loss by using double doors
and inspecting the cooping of every car
in person.

CINCINNATI'S Weighing Comite has
recently been called upon to decide a very
interesting case involving a difference in
weight of grain determined by hopper and
automatic scales, the difference being over
10,000 lbs. The outcome will be watched
with interest, and yet it will prove nothing,
because both scales have been known to
weigh correctly and do perfect work.

REPORTS from Kansas City are to
the effect that active buying of wheat in
the Southwest at prices other would-be
buyers are unable to pay, would indicate
that some one is receiving a cut rate. It
might be that the favored buyers have a
string of elevators through which they
can run the grain without unloading, and
receive an allowance for each elevator
through which it passes.

AN ELEVATOR at Harlan, Ia., was
burned recently because the street hydrant
was so far removed from the elevator
firemen could not secure enough water
pressure to make any headway against
the flames. The more convenient the
water supply is to your plant, and the more
reliable, the less likely are you to be
forced out of business on account of in-
adequate protection.

READERS who have always made a
practice to sell their grain on track to
buyers for "No. 3 or better," will be in-
terested in the communication of A. C.
Carroll, Jackson, Neb., published in this
number, who has always received a
premium over the track bid, when the in-
spectors in Minneapolis placed his grain
in the "or better" class. Should this not
prompt others to do likewise?

"THE BACKBONE of the country
shipping business is made up of a good
cleaner and a reliable hopper scale." Such
is the opinion expressed by an Indiana
shipper in this number. His years of ex-
perience in the business has been profit-
able, and we feel certain that his opinion
is worth more than passing consideration.
The possession of the two devices named
not only enables the careful shipper to
place his grain in the best possible condi-
tion before shipment, but also to deter-
mine accurately how much he places in
each car.

KANSAS has a new law designed to
encourage rail carriers to provide ship-
ping facilities more promptly. In fact, it
will be necessary for them to furnish cars
for transporting grain within three days
after receiving request or be fined. The
new law is not exactly a reciprocal de-
murrage law, but then it will have the
same effect, and would-be shippers will
be able to market grain within a reason-
able time after they make up their mind
to do so.

FIREPROOF storage for grain is re-
ceiving more consideration from pros-
pective builders than ever before. Not
only does this apply to large plants, but
also to small storage plants at interior
points. So many of the fireproof storage
plants can be materially increased with-
out in any way diminishing the value of
the initial structures as to attract addi-
tional attention from progressive dealers,
who expect their business to grow and
demand greater facilities.

STORING grain for farmers without
having a distinct understanding as to
whether or not bailee shall be liable for
loss by fire is an extremely dangerous
undertaking and is very likely to result
in a prolonged lawsuit if a fire occurs.
The only safe way for those who find it
necessary to store grain for farmers is to
charge for insurance in addition to the
storage fee, or else have it written in the
storage certificate that it is stored subject
to loss by fire or any other unforeseen
calamity.

FEED dealers of an eastern market
have formed something of a protective
ass'n and notified the public that they
"have compiled a list of delinquents on
last year's accounts, and henceforth each
one of them will refuse to sell, either for
cash or credit, to any one on such list."
By giving publicity to this arrangement
and list the dealers lay themselves open
to criticism and litigation. It would have
been much better to keep all such in-
formation to themselves and let offending
debtors learn where they stand by ex-
perience.

TWENTY-TWO insurance companies
have brought suit against the W. & L. E.
Ry. Co. to recover \$9,037.67, which they
paid to Sheets Bros. Eltr. Co., whose
property at Cleveland was damaged by
fire Aug. 11, '04. The companies claim
that the fire was caused by sparks from
a passing locomotive of the defendant,
and hence it is liable for the damage.
This is one of the decided advantages of
owning the ground on which your eltr.
stands. It is much cheaper to buy the
building site than to accept a site on the
railroad right of way, and waive right to
collect damages for loss arising from fires
started by sparks emitted from passing
locomotives.

IT HAS been nearly a month since any one tried to get money on forged Bs-L.

BE FRIENDLY, come and see us when in Chicago. -Let us know your troubles.

PERMIT your brother dealers to profit by your experiences, by giving us a statement of same for publication.

TENANTS who want to sell this year's crop in a hurry, should be required to present a written permit from the landlord.

WHEAT BUYERS who have recently experienced difficulty in handling to advantage the arrivals of new wheat, are indeed very sorry not to be the possessor of a good dryer.

IF YOU do not find in the Grain Dealers Journal information wanted relating to any feature of the grain business, let us know, and we will make an effort to secure it for you.

THE Central Grain & Stock Exchange of Hammond, Ind., has been perpetually enjoined from obtaining the quotations of the Chicago Board of Trade. What will the bucket shops do next?

PEORIA has broken up another band of grain car thieves, found a carload of stolen grain in one place, ten sacks in another, and landed four boys in the cooler. This is good work. No doubt it will have a discouraging influence on any other thieves desirous of living at the cost of the shippers to that market.

OVERDRAFTS against your consignments do not assist you in gaining the good will of the receiver, which is worth much more to any shipper than the use of the little money obtained from persistent overdrafts. The more cordial the relations existing between the receiver and the shipper, the more will the receiver involuntarily put himself out to serve the shipper.

ELEVATOR men who contemplate building steel tanks, and dividing same into bins with wood partitions, will profit by first learning the experiences of those who have tried this economy. Steel partitions, if made heavy enough, will hold the grain; but everyone who has attempted to use wood partitions has found that the partitions pull away from the tank, and allow grain of adjoining bins to mix.

FLAT BOTTOM bins and spouts which are not self-cleaning, will always increase the expense of handling grain through the house. The extra expense for hopper bottom bins and spouts which will run clean even when the grain is damp, is so little that no elevator man can afford to put in the old style equipment. The loss of time alone in handling grain will more than offset any saving effected in the cheaper construction.

CLEVELAND'S oil sharks are again distributing 9,000,000 circular letters offering at a reduced price that half-barrel of extra fine cylinder and half-barrel of extra lard machine oil which the shipping clerk missed some 15 years ago. Whenever one of these circulars reaches a reader of a live trade journal, it is immediately thrown in the waste-basket. Others who haven't time to read their trade paper, play the sucker and pay the price.

COUNTRY BUYERS who find it necessary to advance money to grain growers, should insist on having a written contract, or else specify on the face of the check, that it is given in part payment for a certain amount of grain, giving quality and quantity. If a farmer is really in need of money, let him go to the bank and borrow it as you must do. There is no reason why the grain buyers should supply the farmer with money to run his business.

NEW OATS are arriving in some markets damp and badly stained. Much of the moisture could be removed by running it through a strong fan, or re-elevating it several times. The rush of grain to market is now assuming such proportions that shippers take grave chances in loading moist oats into cars. Run it through your cleaner a couple of times, and re-elevate before loading. It will surely improve the grade and may prevent a heavy loss.

UP TO the hour of going to press, Kansas City's famous quotation factory, The National Board of Trade, has not yet closed its doors. This active band of fleecers evidently has a very high opinion of its aims and work, as it advertises that it will add largely to the greatness of the city by the Kaw. This last effort of the bucket shop men to secure figures to decorate their black-boards, which have some semblance of regularity, is a greater failure than any previous effort, and no doubt they will soon evolve some new scheme to beguile the public.

CENTRAL market receivers who pretend to serve country shippers as commission merchants have no right or authority to buy for their own account grain consigned to them for sale, without the full consent and knowledge of the consignor. It does not matter that such action is not specifically prohibited by the rules of the Exchange or the laws of the state in which the receiver is doing business. To attempt to serve both as agent and principal without letting the other principal to the transaction know of it would lay the receiver open to the charge of fraud and no doubt result in his prompt expulsion from the local Exchange. No reputable Exchange will tolerate such double dealing.

"REFUSED TO ARBITRATE."

The recent issue by the Iowa Ass'n of a list of regular dealers brings to light the deplorable fact that the number of dealers not recognized by the association because of their refusal to arbitrate or to abide by the decision of an arbitration committee is increasing. Can it be that firms omitted from the list for such reasons believe themselves to be possessed of greater honesty or a truer sense of fairness than any dealers in the trade who might be called upon to arbitrate the differences?

The ass'n must stand for a square deal or fall. It could not afford to assist any dealer, whether he be member or not, in conducting his business according to the well established methods of tricksters and sharpers. Trade methods must be improved and dealers must treat one another with fair consideration, else the association will fail of its purpose and go to pieces for lack of results.

"REASONABLY CLEAN; REASONABLY SOUND."

In "Letters from Dealers," this number, will be found recited a very interesting experience of an Oklahoma shipper which should prove a profitable warning to other shippers. Those old-time indefinite terms, "Reasonably Clean, Reasonably Sound and Dry," cost said shipper in the neighborhood of \$75, besides his traveling expenses.

What the inspectors consider "Reasonably clean, reasonably sound and dry" is known to no one, not even themselves until they come to grade grain. If grain inspection rules were to be provided with foot-notes explanatory of these indefinite terms, it would save shippers a world of expense and enable them to buy grain with a clearer understanding of what would be expected in order to gain admission to the different grades.

It would be easy for the makers of grain inspection rules to substitute for the term, "Reasonably clean," the words, "it shall not contain more than 10 per cent of foreign matter." For the word "reasonable," where it applies to damaged grain, say "It shall not contain over 5 per cent damaged grains," and specify that "all corn not containing 14 per cent moisture shall be considered dry."

By such change in the wording the element of guess work will be eliminated from the inspector's work, and both buyer and seller will have a clearer idea of what they are doing. The wonder is that all makers of inspection rules have not substituted the word "Reasonable" for 15-16ths where the figures are used, so shippers and buyers could not determine whether or not their grain should be classed white or mixed.

When the shippers of the country rise

against the use of indefinite terms in rules governing the grading of grain, the authorities drafting such rules will adopt definite terms which clearly indicate what is intended. Until the buyers and sellers do insist on this change, the inspectors will trot along in the same old rut.

PREMIUMS FOR THE "OR BETTER" GRADES.

In this number will be found a number of communications from shippers regarding the resolution adopted by the Ohio Grain Dealers Ass'n at its annual meeting, published in the Journal for July 10. The shippers to a man are in favor of premiums for the better grades, when shipping on contracts for No. 3. It is to be hoped that others will express their opinion on this all-important question. Thru discussion the remedy may be found. Thru toleration greater abuses will be encouraged.

Shall the "discount for off-grades which is such a variable quantity be abolished or shall a premium be granted for the better grades?

HEED MARKET DIFFERENCES.

An Indiana shipper in this number complains bitterly of the extravagant prices paid by country buyers for grain, and especially calls attention to losses sustained by reason of buyers not maintaining a wide enough difference between 2 and 3 to correspond with the differences existing in the terminal markets. If buyers are determined to give away their working capital, they should give it to the needy and get credit for a kindly spirit.

By neglecting to maintain in country markets a difference between the different grades corresponding to the differences existing in the terminal markets, the buyer educates the farmer to believe that the margins of profit are far wider than is possible, and prompts them to indulge in all kinds of tricks to induce buyers to overbid one another.

Insist on having a fair margin of profit on every bushel you buy. Much grain in Ohio, Indiana and Illinois was damaged by rain storms. Some was badly shrunken and many shipments are badly mixed with rye. Any shipper that is on to his job knows well that he cannot expect No. 2 prices for wheat of this character. Buy it right or else let some one else handle it.

OVERBIDDING in local markets, is not conducive to fair margins. Each morning post the price you can afford to pay for grain, and stick to it until the next day. Do not fear to reduce your price, when the market is going down, even tho your competitor advances his. By being reasonable, you encourage him to take the same course.

GIVE SELLER AND BUYER A VOICE.

Bankers in different sections of the country have recently denounced as worthless the so-called examination of national banks as now conducted by the federal government. Bankers who know what they are talking about say that the examination as now conducted is totally worthless and serves no practical purpose except to steady a deluded public's confidence in the value of government supervision. The bankers say that the examiners are chosen not because of their fitness, but because of political pull. The force of examiners is woefully inadequate and the plan of payment by fees instead of salary breeds haste and superficial work.

If after all the years the government has conducted the inspection of national banks it is such a farce, what could be expected were it to attempt the inspection of grain? It seems that no one will deny that the work as now conducted by the bank examiners is but a superficial glance at the bank's affairs. The examiner is in haste to catch the next train to the adjoining town, where he can get another fee.

How much fairer to place the grain inspection and grain weighing departments in charge of a commission made up of representatives of shippers, buyers and local interests, as has been done at Superior. Neither the politicians nor the local exchange will be able to control the management of the Superior inspection and weighing departments. The North Dakota eltr. man who has been placed on the commission leased his eltrs. that he might be above suspicion of working in behalf of his own business.

Shippers are just as much interested in the work of the terminal market inspection departments as the buyers and are entitled to just as much say in the establishment of rules and the employment of help. It would seem no more than fair that inasmuch as all grain east of the Rockies travels east and south, that the shippers should be given a voice on the commission or comite controlling the work of the department.

It would be a very easy matter for the Exchanges of Milwaukee, Peoria, Toledo, Cincinnati, Pittsburg, Buffalo, Memphis, Nashville and all of the Atlantic ports to give the shipping interests representation on the controlling comite. In states where the grading of grain received into public eltrs. is dominated by the state employees, Exchanges could do no more than establish an independent inspection department for the grading of grain shipped thru the market or received at private eltrs.

The shipper has long wished to have

his say in this matter which so vitally affects his business. With the general adoption of the new plan no doubt the grading of grain in the different markets would prove more satisfactory. It would soon be more exact.

With the Agri. Dept. and its bands of grafters in charge of the work, neither the shipper nor the buyer wud ever get justice.

ELEVATOR ALLOWANCES.

By degrees the Interstate Commerce Commission is cutting down the plum trees and the shippers, who have long been favored with exclusive permits to gather fruit are looking about for new ways and means to avoid the law against discrimination.

In the July 25th number we told of how expense bills were manipulated to the 3-cent advantage of some shippers, and in this number will be found a report of hearings on the allowances granted elevator operators at terminal points. The discrimination has reached such an extensive scale as to become very burdensome upon the railroad companies and it seems very likely that they will be glad to discontinue. At least they have expressed themselves favorable to such action.

It will be remembered that the Interstate Commerce Commission several years ago countenanced this discrimination, principally because those suffering were derelict in presenting their side of the case to the Commission.

The time must be near at hand when the railroad companies must either operate elevators owned by them as public grain storehouses or else refuse absolutely to provide terminal depots for bulk grain. The discrimination given thru the use of railroad elevators and elevating allowances is unfair and cannot be justified.

It has been suggested that the allowances be continued and granted to every terminal elevator. If so then it shud also be granted to the operator of the country elevator. He is just as much entitled to it as the terminal elevator men.

The one factor today is black rust in the Northwest and the outcome of the crop there will have much to do with the average price for wheat during the next 12 months. I am, however, inclined to the belief that the trade is unduly frightened, that the damage will prove to have been exaggerated and upon reflection at least part of the hysterical advance of this week will be lost again. Of course sentiment may bring about still further advance temporarily, but during the excitement it is well to consider that a larger crop of winter wheat has been harvested than last year, also that the acreage sown to spring wheat is considerably greater, and in any event, a larger total crop will be grown.—Edward G. Heeman.

Letters From Dealers

DOING BUSINESS FOR NAME, NOT PROFIT.

Grain Dealers Journal: We have dealers here who are doing business for the name and not for profit. I think such dealers ought to be let down hard enuf so they would stop.

Prices paid do not show enuf difference between No. 2 and No. 3 grain, and the grain dealer loses money. As a rule, there ought to be a good margin on any kind of grain handled.—John Rallison, Lyons, Ind.

KANSAS CITY BUCKET-SHOPPERS HAVE NERVE.

Grain Dealers Journal: The National Board of Trade has sent out a circular and blank soliciting applications for membership. On receipt of one of these, which evidently was sent to each member of the Board of Trade here, as well as people in the country, I wrote the following to Mr. Donohue, the secy.:

Dear Jimmie:—Your circular received, and it puts me in mind of the remark made by the old farmer to his bull when he went up against an engine as it passed thru the pasture, "I admire your nerve, but d—n your chuchment." Yours truly, Wm. Murphy, Kansas City, Mo.

STICK TO PRICES ONCE MADE.

Grain Dealers Journal: That is excellent advice which the Journal recently offered—to "begin the new season by posting your prices every morning on a blackboard where all comers may see them, and stick to what the blackboard says." From ten years' experience in the grain business, much of which time has been spent in observing the methods used by dealers throughout a large territory, I am convinced that the course outlined is the only one which leads to success. I don't mean putting the figures on a blackboard—tho that suggestion is an excellent one—but sticking to prices once made.

Grain dealers cannot afford to shilly-shally in their relations with the farmers, for as surely as they do it breeds distrust or contempt, or both, usually both. By sticking to your prices you may lose a good many loads of grain, if your competitor is willing to take them at an advance, but your average profit on what you do handle will be larger, and you will make more money in the aggregate. You will also avoid the possibility of being involved in a fight with your competitors, for no buyer can quarrel with you on the score of cutting prices, and you will soon acquire a reputation for "square dealing."

There is nothing that inspires greater respect than a steadfast adherence to a certain line of conduct. Even the scalawag has his admirers among good people if he is consistently wicked. But the human weather-vane is scoffed at and derided. Be fair with your prices, but firm and unchanging until market conditions warrant a revision.—F. R. Morrison.

INDEFINITE INSPECTION RULES COST SHIPPER \$75.

Grain Dealers Journal: The writer has just returned from Ft. Worth, Tex., charged with well bought experience that should be of interest and profit to grain dealers the country over.

On July 15th I shipped the Dazey-Moore Grain Co., Ft. Worth, a car of white corn to fill contract duly made by wire and confirmed by mail to be No. 3 or better white corn.

On July 24 I was notified by the First Nat'l Bank of Anadarko that they had a draft from the Dazey-Moore Grain Co. on me for \$350. The only explanation consisted of railroad company's receipt for the original B-L and inspection certificate attached to draft. The inspection certificate is given herewith.

I took first train to Ft. Worth, and on arriving at the Dazey-Moore office found that they had not seen the car of corn nor a sample thereof. We had some discussion in regard to the grade of the corn, which led up to Mr. Moore reading Board of Trade inspection rules to me. They were in substance about as follows:

Burrus Mill & Elevator Co., and they bought the car from me by sample because of its fitness to grind into white meal for the trade. On the subject of inspection, however, Mr. Curtis, the manager, said that he had bought and used a great deal of white corn in times before that was worse mixed than mine, but according to strict inspection mine was mixed corn. His purchase price on this car was on a basis of mixed corn. This price was three cents below what corn that "inspected white" was bringing in Ft. Worth on day of sale, and together with this three cent dockage on account of grade I lost seven cents on account of decline in the local market.

The grain men of Ft. Worth about this time had ordered a good deal more corn shipped to their market than there was any demand for, and for various reasons about 5,000 bus. were turned down in the railroad yards. This enabled the mills to skim the market and buy such corn as they needed and take it all at mixed corn prices. My loss on this one car was about \$75. However, there is nothing serious that I feel should be charged up to the grain men of Ft. Worth except using poor judgment in

OFFICIAL GRAIN CERTIFICATE

No. C, 51

FORT WORTH BOARD OF TRADE GRAIN INSPECTION DEPARTMENT

JOHN UPSCHULTE
Chief Inspector

Fort Worth, Texas, 1905

This is to certify that I have Inspected for account of
Mr. Dazey-Moore Gr. Co., the following cars, 2131 R. I., and
found same to be 3 Mixed Corn.

Damg. Grs.

JOHN UPSCHULTE, Inspector.

No. 2 white corn must be fifteen-sixteenths white, clean, dry and sound.

No. 3 white corn must be fifteen-sixteenths white, reasonably clean, reasonably sound and dry, but not good enough for No. 2.

Mr. Moore also agreed to live up to the letter of the contract according to the rules of the Ft. Worth Board of Trade inspection. Said he would take the corn on the contract if I could get inspection certificate showing this car to grade No. 3 or better white corn.

I went next to the Rock Island yard to find the car and get re-inspection. Mr. John Upschulte, Board of Trade Inspector, and Mr. W. M. Black, Oklahoma Inspector, went with me and we plunged the car a number of times. We were all agreed on the reasonableness of the corn being dry and sound.

The only contention we had was the percentage of mixed corn. Neither of these inspectors submitted to an actual count of grains to determine the actual percentage of mixed corn in an average sample. On my commencing to count Mr. Upschulte objected to the whiteness of my white grains on the ground that some of them had a creamy color. Hard grains of corn usually have more color than starchy grains.

The inspectors at last stood pat on the original inspection. Mr. Upschulte plunged the car to get me an average sample of the corn, and I took this to the

overstocking their market at this time and using the inspection department for technicalities to turn it down on shippers' hands.

There is one significant point in this illustration that should induce grain dealers to join in a heroic move to remove a condition that stands in continual jeopardy to their interests. The Grain Dealers Journal has called attention a number of times to the indefinite terms in rules governing the grading of grain.

If corn is white enough that a flour mill will buy it for the purpose of grinding it into white meal for the trade, it certainly ought to bear an inspection certificate showing that it is a grade of white corn, and not mixed corn. If a car of grain is useful for any particular purpose, it ought to be given an inspection certificate showing its best practical usefulness. Give the shipper plain justice.

It is absurd for grain dealers to be taxed regularly to pay inspectors, and at the same time have them working under rules so indefinite as the corn grading rules now used. The case of this one car is not any wise different from experiences that grain men have regularly. While not all cars bear the loss of this one, still at the same time if the grain that goes to terminal markets should be inspected in a way showing the percentage of good grain to damaged and inferior, there

would be a saving of thousands of dollars to shippers that is now coined by men in terminal markets who lay for opportunities to buy right. I will always feel that I have just been inspected out of \$75, and yet I stood helpless because of the indefinite inspection rules that serve no purpose save to promote a difference of opinion between seller, inspector and buyer.

Suppose, for instance, the weighing department of a certain market should abolish figures and a graduated scale beam, and adopt rules for weighing grain that would read:

Grain shipped to this market shall be sold Board of Trade sworn weights. A scale weight that shall determine one thousand pounds on Board of Trade scales shall be an iron weight four inches in diameter and of a reasonable thickness.

An iron weight four inches in diameter and of a greater thickness than one thousand pound weight, but not thick enough to weigh two thousand pounds, shall be a fifteen hundred pound weight.

Odd pounds shall be determined by the distance of the poise from its base on the beam. The width of a reasonable size man's hand shall record one hundred pounds; two reasonable size, clean hands, two hundred, etc.

Suppose dealers from this market should put out their bids and confirm purchases on a basis of such destination weights. There is not a man in all the United States who would ship the first bushel of grain to such market, although he had confidence in the honesty of dealers and weighers so located. Yet at the same time our authorized inspection rules are as absurd as the foregoing weighing rules would be. The chances for loss would not be greater in weighing by the above outlined method than they are by the present grading method. No one expects returns on a car of grain to read in pounds, ounces, pennyweights and grains. But the trade demands accurate weighing in every market. The

trade should demand accurate inspection in every market for the same reason.—J. E. Farrington, Anadarko, O. T.

The Trouble in the Agri. Dept.

According to the Best Posted Crop Statistician who has favored C. A. King & Co. with his opinions:

"The trouble at Washington just now is that they are all scared to death, walking around with retail undertakers' price-lists in their hands. Wilson is left almost helpless, and he is trying to please everybody just now who finds fault, and is liable to make some bad breaks. It was a ridiculous change to put the crop reports back to the noon hour, but New York Produce Exchange and the evening papers wanted it, so Wilson made the change. No farmer will receive any benefit from it, in fact, the speculators will have a good chance before the producer has any show at all. They are trying to reorganize the Bureau of Statistics on the plan of a Board of Review, which I suggested to the department in 1895.

"The trouble in Washington is, the Bureau of Statistics is too theoretical—not practical. Too many people born in Washington holding clerkships, who are not conversant with general agricultural affairs and could not tell wheat from oats if shown to them. Too many old women who come in the office and work an hour or two, and then go out visiting. Want a good practical man at the head of the bureau—one who need not be watched, with about three good assistant statisticians from different sections of the country, who have a general idea of the lay of the land and the productions in their respective localities. The clerks who compile the reports, also, should be selected from different sections of the country.

"The Bureau of Statistics needs a thorough overhauling and practical methods adopted, and then it will regain the confidence of the business public."

Elevator Boots—VI.

WHAT THEIR REQUIREMENTS SHOULD BE.

BY R. M. PIERCE.

I have attempted to show in previous articles, without any disguise or palliation, the conditions existing in all elevators, large or small; facts well known, I think, to everybody, with respect to the disadvantages every one labors under in attempting to elevate grain, using the ordinary boot.

The facts alluded to, the representations made, the conditions cited, I believe are undisputed, and indisputable. They have been portrayed for many years in all trade journals by most eminent authority.

The question naturally arises, What is actually required to overcome all defects acknowledged to exist? Does it require many things to be done? An entire revolution of the system, or would some simple change accomplish the desired end?

Before attempting to answer these questions it will be better I think first to ascertain, if possible, what it really is that we want to accomplish before undertaking to say how it should be done. If we can agree upon the objects to be attained, the desired end we wish to accomplish, then it may be easier to determine the best way to attain it.

It appears to me that an ideal elevator leg, and the boot attached to it, should be one that is exactly adapted to the work it is called upon to perform, presuming the work, like almost any other kind of work, can be done perfectly by automatic mechanism without labor. The mechanism should be designed to correspond exactly to the functions it is required to perform, presuming them to be normal in all ordinary conditions. In other words, that the cups should be of the proper size to do the work required of them (in elevating grain, not for guarding against a choke) when operated at their full natural capacity.

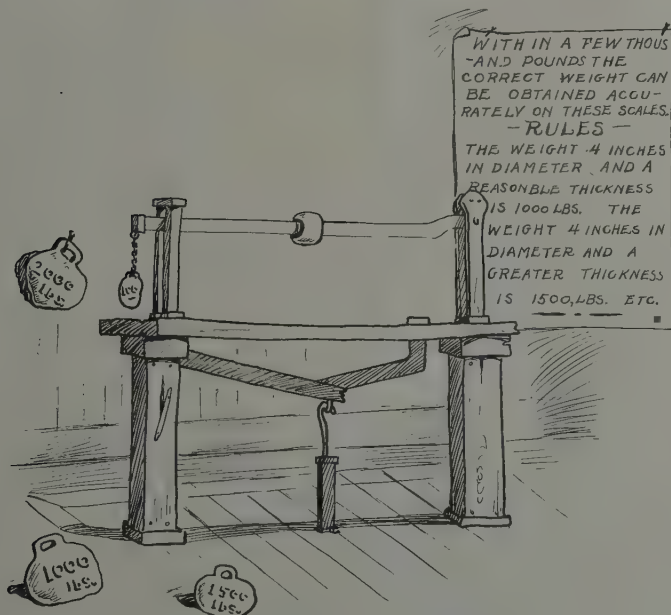
The belt, cups, leg and boot should correspond in size, so that the smallest expenditure of money for plant and power would be called for, to elevate a certain quantity of grain in the shortest possible length of time. And they should do it without manual labor or personal attention and do it regularly and continually.

The boot should be so designed and constructed that all grain entering it should be diverted to the very point desired for elevating, and prevented from going to any other.

The cups when filled should carry their full capacity of grain and deliver it where wanted, nowhere else, thus eliminating entirely and absolutely all conditions which make a choke possible. Do it by design and construction, without relying upon moving mechanism. Depend entirely upon the natural movement of the grain, so that once the capacity is determined upon, absolute reliability can be had of its successful operation, the same as is had upon thousands of other machines in daily operation the world over.

It seems absurd even to contemplate that an elevator leg and boot is the only thing that is beyond the sphere of successful operation.

Railroads have requested the Treasury Dept. to establish 5 or 6 sub ports of entry along the border of Montana for the importation of Canadian wheat.



Mr. Farrington's Suggestion for Weighing Grain.

Shipment for Specific Grade.

The following resolution was adopted at the recent annual meeting of the Ohio Grain Dealers Ass'n:

In the interest of that great principle of "Fair Play" we heartily recommend the re-adoption of the following as a part of the resolution record of this convention:

WHEREAS, in sales of grain as a par at a material disadvantage, in that he must stand a discount when his ship-ticular grade "or better," the shipper is ments grade lower, and gets no premium to offset this when the grain grades higher, therefore,

Resolved, 1st, That we consider this jug handle method very unfair and un-businesslike; 2d, that we will insist that all contracts for shipments to grade markets be made for a specific grade with provision for the acceptance of higher or lower grades on contract at the current difference at time of arrival, and further, that we will favor with our business the firms making offers on such straight grade in preference to those using the "jug handle" proposition.

Copies of the foregoing resolution were sent to a number of grain shippers, who have expressed their views in the following letters:

Grain Dealers Journal: I am in sympathy with the resolution, and express my hearty approval. It is manifestly fair and just.—W. W. Morris, New Carlisle, O.

Grain Dealers Journal: I am in favor of and heartily agree to adopt the recommendations made by the Ohio Grain Dealers Ass'n.—F. C. Edwards, Deers, Ill.

Grain Dealers Journal: We believe if No. 2 grain is shipped shipper should have No. 2 price. If lower grades are shipped price should be according. We think the recommendation should be adopted.—Simmons & Faulkner, Pemberton, O.

Grain Dealers Journal: We have sold quite a lot of grain to grade No. 3 or better and have shipped as good grain as was ever raised, but never got a better grade than No. 3, nor any premium. We think we will never sell any more that way.—Shetterly Bros., Lapel, Ind.

Grain Dealers Journal: I am certainly in favor of some plan whereby the shipper can get his just dues. If we sell grain and guarantee a certain grade and we have to take the market difference if it does not come up to the standard, we certainly ought to get the market difference if it grades better than what we sold.—Ed Reeves, Byron, Neb.

Grain Dealers Journal: I am much in favor of the resolution adopted by the Ohio Grain Dealers Ass'n. In my opinion all contracts for shipments to grade markets should be made for a specific grade, with provision for the acceptance of higher or lower grades on contract at the current difference at the time of arrival.—F. W. Hahn, Shennington, Wis.

Grain Dealers Journal: It is but just that every man have full pay for what he sells—that much and no more. Certainly he wants that much, and in justice to himself and his customers he should demand this.

These little advantages here and there, as taken from the shipper in many of our markets by our consignees, while not so much in one instance, yet amount to large sums in the aggregate. If we have the power to protect ourselves let us do it.—J. B. Remington, Osawatimie, Kan.

Grain Dealers Journal: The old saw "There are tricks in all trades," notwithstanding, we feel that the tricks should

be eliminated from the grain business, and that every one should see that every man gets a square deal. That is the only way the seller and buyer can get it. How many times have we not been held up by just such practices.

Yes; let our goods go to a dealer who is not afraid to quote prices on grades Nos. 1, 2, 3 and 4. Then and then only will we be on an equal footing.—Hobart Bowlis Co., Pemberville, O.

Grain Dealers Journal: It seems to me the shipper who furnishes a better grade of grain than he sells, is entitled to a better price. The buyer invariably takes advantage of the situation when the grain grades below, but never in my thirty-two years' experience have I known of the shipper receiving anything additional because the grain was better than was contracted. The gains thus made, would equalize some of the losses suffered by shippers. I would favor the adoption of this rule, provided it can be enforced.—J. D. Myers, Worthington, Ind.

Grain Dealers Journal: After 30 years' experience shipping to market or selling our track on grade it seems to us there is something wrong about selling on grade that ought to be and must be amended.

We sell a car of No. 3 oats at a fixed price and it grades one lower. They cut us the difference every time. Then why not, if it grades one better, allow us the difference also? This looks fair to us and it seems that commission houses that would do business on that principle would get the business.

What the shipper wants is a fair grade and fair deal that he can depend on at all times. Yours for better methods in the near future.—John Oliver & Co., Robinson, Ill.

Grain Dealers Journal: I am glad to report that the writer was at the Put-in-Bay convention when the resolution regarding the jug-handle methods of making bids on grain was presented. It certainly is a step in the right direction and we think the country shippers should take a firm stand against this one sided business. We hope the receivers will see the injustice of the methods they have been pursuing in this regard, take the initiative and make the proper correction without being forced to by the shippers. We shall be glad to favor receivers with our acceptances, making bids for specified grades without the famous "or better" attached.—The Farmers Grain Co., Paulding, O.

Grain Dealers Journal: We have always contended for fair play in the grading of grain and the price of the grain should vary with the grade. If I sell No. 3 at a specified price, and upon being graded it only makes No. 4 I should receive the less difference between the two grades; and if it grades No. 2 I should receive the advance difference between the two grades.

If I have to make the grade good in case of falling below the specified grade, the price should be made good to me if the grade runs above the specified grade, to the extent of the market difference between the grades. That is fair, and will not harm anyone to the disadvantage of the other.—Thos. Nichols, Minerva, Ia.

Grain Dealers Journal: I have always received such premium from Minneapolis commission men, and without asking it. No fair market would keep in vogue such a practice as not paying for goods delivered and not fall behind in receipts.

I have no experience with Chicago and the east, as my grain is all sold to Minneapolis or Omaha dealers.

Any market that seeks to withhold from shippers any part of the legitimate returns under any arbitrary rule or pretext, should be published, and regular dealers should try other outlets until their business is handled fairly for both cash seller and buyer.

My idea is that the time has arrived for independent dealers to go together and buy a membership in the principal markets and sell their own grain.—A. C. Carroll, Jackson, Neb.

Grain Dealers Journal: I heartily approve of the resolution. Many a country shipper has lost from 1 to 2 cents on account of selling his grain for No. 3 or better.

Last year's oats crop was of the best quality, yet I will venture to say nine-tenths of the crop was sold for No. 3 or better by the country shipper; and no doubt receivers sold them out (possibly ½ the crop) for No. 2 oats.

Bidding for a straight grade of grain, namely: No. 1, 2 or 3, is not only an inducement in price, but it puts the shipper in a position to put the best of cleaners in his elevator to make his grain grade higher. A good cleaner and a good hopper scale in a country elevator is the backbone to the owner's bank account; and without them it is hard to do a satisfactory business.—J. S. Hazelrigg, Cambridge City, Ind.

Grain Dealers Journal: We certainly feel that where country shippers are required to guarantee weights and grade at destination, they are entitled to whatever benefit there might be, if grain grades so as to sell for any more than grade specified in sale, and it could be only just that they get it.

We also feel that where dealers are required to guarantee weight and grade at destination, parties to whom the grain is shipped ought to be compelled to accept off grades on contract at market difference, as it would be almost impossible for any country shipper to tell exactly what will or will not grade, besides what will grade in some markets will not in others. We know this from actual experience, and it makes it very unsatisfactory to the country shipper where it is not accepted at market difference.

We can not see why these conditions are not absolutely fair to both parties and no man should ask for more.—Campbell & Co., Kendallville, Ind.

Grain Dealers Journal: The problem is the one that we most need to solve now; but whether the course offered if carried out would be sufficient or not seems doubtful, as there is so little that grades above. If that rule were adopted I am afraid that none would grade better, while our off grades would pour in just the same.

The grain business is handled on so close a margin that we cannot stand the drain of off grades.

A number of years ago the same trouble existed as to out-turn weights. This has been overcome, but the grade is ruining us, as we cannot get any more margin or discount the farmer, or call his grain No. 4 or rejected, and discount him 2 to 4 cents. No, we can not discount him ½ cent, yet we must stand 1 to 10 cents, and on some lots of corn at Baltimore 25 to 30 cents.

I had some fair corn grade No. 4 this spring in Indianapolis, Cleveland and

Buffalo; and some of the best oats I ever shipped graded off in Cleveland and Baltimore.

The only relief I can see is for the eastern buyers to send out their buyers and grade our grain here, as they can buy with more margin, and we can not. There must be some relief from this drain.—J. S. Cameron, Elliott, Ill.

The New Brick Elevator At Milwaukee.

The new brick elevator recently completed at Milwaukee, Wis., for the American Malting Co., is a marked departure from previous structures of this character. The house is designed to be used solely as a malt shipping elevator, being located between two malt houses, as is shown in the engraving given herewith.

The barley is received at a barley elevator and conveyed to or through the malt house A, which is shown in the engraving at the right, where it is steeped or carried by the upper 16-inch screw conveyor through the malt elevator to the malt house, shown at the left, where the barley is put through the process of malting.

The finished malt is conveyed to the working house of the malt elevator by a 16-inch screw conveyor near the ground, dumped into a receiving sink and elevated by one of the two legs.

The elevator proper covers 42x142 ft. and has a total storage capacity of 300,000 bu. It was designed to store nothing but malt, and was erected under the supervision of B. H. Stahr.

Its foundation is formed of piling, capped with 3½ ft. of concrete, and the foundation walls are formed of two foot of rubble stone. Both the bins and the working part are constructed of hard-burned common Chicago brick, laid in Portland cement.

The storage part is made up of 12 circular bins and 5 intermediate bins, rodded with 1½-inch rods from corner to corner every 5 ft. rise. The round bins are 19 ft. 2 in. in diameter and their walls are 87 ft. high. All of the bins in the storage part have hoppers bottoms.

The bin walls are of brick, and built under special patents, each wall being comprised of a 4-inch outer and an 8-inch inner wall, with a 3-inch air space between.

The inner wall is reinforced every fourth course with a coil of steel wire apportioned to resist the bulging stress at the height used. Each of the bins in the storage part will discharge direct into two 16-inch steel box screw conveyors, which convey the malt into the work-house. The malt being so dusty, the screw conveyors are preferred to the belt conveyors, as less dust rises from the material handled.

The bins of the storage part are covered with 3-inch book tile, supported by T irons and covered with a 4-ply tar and gravel roof. Above these storage bins is one 16-inch steel conveyor.

The working part of the elevator is 20x42 and 145 ft. high. Its frame is of steel and covered with a brick veneer. The only inflammable material used in this part, is the window sills, cleaning machinery and the scale hopper.

The cupola is divided into 4 stories, in the third of which is a 2,000-bu. garner, which receives the malt from the elevator head above, and discharges it from two

openings, 6x84 in., into a 1,000-bu. Howe hopper scale on the floor below. From the scale hopper the malt is dropped into the 16-inch screw conveyor and carried to the storage bins, or dropped into either of 5 steel bins of 2,000 bu. capacity each, which are immediately below it. From either of these 5 handling bins the malt is dropped to a Monitor Malt Cleaner, which cleans the malt and drops it into either of the four 3,000-bu. bins immediately below it.

The sprouts removed are sent to a fifth 3,000-bu. bin in the same cross section. The malt may also be sent direct from the cleaner thru a 2-ft. square sprout to the sacking floor below. On the ground floor the malt and sprouts are sacked, loaded into cars, weighed on a Howe track scale and shipped.

The dust from the cleaner is collected on the machine floor by a Monitor Sack Dust Collector and discharged into the bin used for storing the sprouts.

The working part has 2 elevator legs, one extending to the top of cupola and having an elevator capacity of 5,000 bu. per hour. The short leg, which has an elevating capacity of 2,500 bu. per hour, discharges direct to the steel conveyor, running over storage bins or into the bins above the malt cleaner.

The brick walls of the working-house are 8 in. thick and supported at the

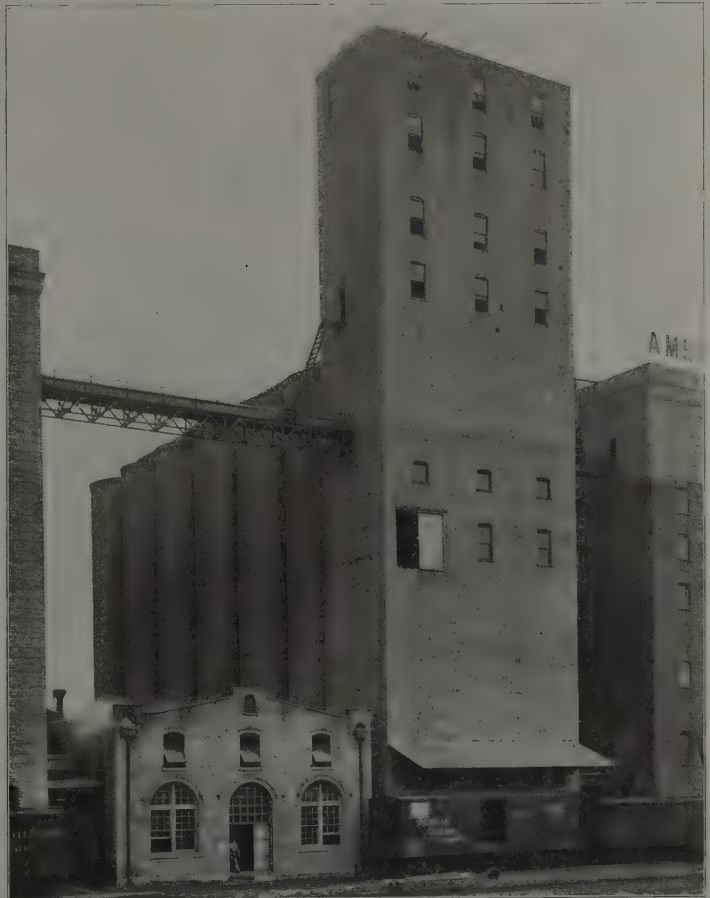
various floor levels on steel beams, so that the entire weight of the structure is carried on steel columns.

The floors throughout and the roof over the work-house are of concrete.

The power for the elevator is taken from a 5 7-16-inch steel line shaft, driven by two Corliss engines of 500 and 300 h. p. respectively, and transmitted to the elevator heads and cleaning machine by rope drives.

Hurricanes have almost entirely destroyed the crops in the provinces of Saragossa and Caceres, Spain.

Shake the bushes. No shakee, no monie. It is all in the shake. There are no loaded dice. It merely requires three aces to win. They are nerve, foresight and money. All have the same chance. It is not necessary to belong to the Millionaires' Club. Wheat is different from stocks. It is an international and unknown quantity. There is no common and preferred water with bonds and debentures on the side and a "system" to contend with. It cannot be successfully manipulated. Some millionaire plungers, like Leiter and Gates, try it about every ten years and fail. Speculation does temporarily inflate and depress prices, but supply and demand of the world ultimately decide.—C. A. King & Co.



Brick Elevator of The American Malting Co., at Milwaukee, Wis.

Asked— Answered

ENFORCING CONTRACT.

Grain Dealers Journal: In reply to R. C. Wenzel, in the Journal of June 25, I would say the written contract gives him a right to demand the 1,000 bus. of corn from the grower. Refusal to deliver makes the seller liable for breach of contract, and Mr. Wenzel can sue and get judgment, not only for the \$115 advanced, but additional damages.

As something remained to be done to complete the sale after the contract was signed, such as separating the corn from the remainder, this is what is known to the law as an executory contract of sale; and I do not believe under the Nebraska law Mr. Wenzel could attach or replevin the corn which the grower had delivered elsewhere.—Lex.

IS 50-LB. TEST WEIGHT SUFFICIENT?

Grain Dealers Journal: A hopper scale is found to balance perfectly. A 50-lb. test weight is put on and weighs exactly 50 lbs. The scale is then loaded with 6,000 lbs. of grain and the test weight again weighs 50 lbs. on top of load. Is it not safe to assume that the scales are correct? Is not this method of testing as correct as the 6,000 lbs. of test weights had been used? A. E. L. & Co.

Ans.: In reply to the query of A. E. S. & Co., in which he asks if it is not safe to assume that a test made with one 50-pound test weight when the scale is light, and again when loaded to 6,000 pounds with grain is as correct as if 6,000 pounds of test weights had been used, I wish to state with all the emphasis I can that it is not as correct, and that it requires at least 1,000 pounds, or 20 test weights, to test properly a 6,000 pounds hopper scale.

I sincerely hope the following remarks will prove to A. E. S. & Co. and other readers that one 50-pound test weight is not sufficient to test correctly a scale of this capacity.

Let us assume that the scale we are testing is of 6,000 pounds capacity: The beam would turn or "break" at from $\frac{1}{2}$ to 2 or more pounds, according to the condition of the knife edges and bearings. In proceeding with the test we first obtain a perfect balance, then place upon the platform or hopper our 50-pound test weight, after which we add to the beam the corresponding weight and observe the result. Apparently the balance is the same, but it must be taken into consideration that when we add to our 50-pound test weight a small weight of one ounce or more, the eye cannot detect any variation in the balance. In fact, with the average scale the addition of several ounces would not be perceptible. Hence, we may conclude that there is the possibility of an error of one ounce or more on this weight, and an error of one ounce on 50 pounds would make a total error of $7\frac{1}{2}$ pounds on 6,000 pounds, the capacity of the scale. Now, had we used twenty 50-pound test weights, the error would have been at least 20 ounces, and

this amount would have been very perceptible in the balance.

In testing all scales, the loaded test is made to obtain the maximum strain upon the scale. In both the light and loaded tests, only the variation upon the test weights is used to compute the error of the scales, the total error being as many times greater than the variation on the test weight as the amount of the load is greater than the amount of test weights used. Yours truly, H. A. Foss, Board of Trade Weighmaster, Chicago.

STORAGE CHARGES AND SHRINKAGE?

Grain Dealers Journal: Farmers are anxious to store their wheat instead of selling now on the low market, and I would like to hear from readers of the Journal what are the general rules under which grain is stored, regarding charges and shrinkage. Detailed information on this subject would be highly appreciated.—Geo. Wolz, Okeene, Okla.

IMPROVE BOOKKEEPING?

Grain Dealers Journal: We would like to receive suggestions from shippers on how to change our method of bookkeeping. We handle from 15 to 50 cars per week, and all our business is in car lots. Our only books are a cash book and a record book. The record book contains the particulars of each shipment, entered under column headings of date, folio, shipper, buyer, car number, weight, price, total, freight paid, freight deducted, brokerage, loss, gain. Is not there a better system of keeping books for a commission business?—X.

EXPORT BASIS?

Grain Dealers Journal: Is it not a fact that the wheat crop in the United States this year is estimated to be the second largest we have ever had; and also this not so with the corn and oats crops?

On what basis will wheat have to sell in Chicago in order to go to export? Must we not see lower values in wheat before the movement is general? We can not see how prices on wheat can stay where they are now. Very truly, Doggett Grain Co., McKinney, Tex.

Ans.: The estimates of this year's crops are untrustworthy. The export basis depends on the fluctuating foreign market. Should the foreign market remain steady at present quotations wheat will be on an export basis at 80 to 85 cents for cash No. 2 at Chicago. Even now large sales are being made by millers in the form of flour for export. Prices of nearly all commodities are ruling high, and in the absence of a big visible supply, wheat is expected to remain at a high level.

Keep your eye all the time on the cash wheat market; don't bother about the black rust; I can only tell you it is safe to figure on a very small Spring crop. Be sure that you do not make the error of waiting too long before you buy wheat. I believe in purchases made when everybody is selling wheat. Still, the best money was made in September wheat after it got above 90 cents last year. The rust appeared about ten days later then. The situation as regards weather, seed and prevalence of the parasitic plant is such that it threatens much greater injury than last year.—E. W. Wagner.

Right of Shipper to Recover Value of Consignment.

The Supreme Court of Wisconsin, in a decision rendered June 23, defined the rights of country shippers to recover moneys deposited in bank by the commission merchant who had sold their grain, on the basis that such deposits are a trust fund which the bank is not entitled to apply on other indebtedness.

Under this decision the shipper has a good prospect for the recovery of the proceeds of sale in the event of his broker becoming bankrupt, when the disposition of the proceeds can be traced.

The Schwedler Grain Co. began a commission business in 1898 at Superior, Wis., and continued until 1901, doing its banking with the Northwestern National Bank. The company became indebted to the bank to the amount of \$4,000, became embarrassed and passed into the hands of F. R. Crumpton, trustee, who continued the business 3 months with the aid of Schwedler, who had been president of the corporation. The business ceased August, 1901; but thereafter, about Sept. 1, Mr. Schwedler furnished the necessary capital and opened and continued the commission business on his own account, but in the name of the Schwedler Grain Co., and in that name opened an account with the Northwestern National Bank.

Altho Schwedler at no time had more than \$200 of his own money in the bank, the president of the bank induced Schwedler to draw a check on the account for \$500 to be applied on the indebtedness of the old company. In addition, the bank on Feb. 10, 1902, without the knowledge or consent of Schwedler, charged the account with \$648, claiming the right to apply it on the indebtedness of the old company. Six shippers—Thomas Boyle, Anderson McNeil, Brown, Wibe and Larson—brought suit against the bank to recover \$1,148.

The Supreme Court of Wisconsin decided that while the shippers could recover the \$648, they could not recover the \$500 check, there being a difference in the principles of law involved.

"If money held by a person in a fiduciary character, though not as trustee, has been paid by him to his account at his bankers, the person for whom he held the money can follow it, and has a charge on the balance in the bankers' hands." L. R. 13 Ch. Div. 696.

"Although the relation between a bank and its depositor is that merely of debtor and creditor, the money which he deposits, if held by him in a fiduciary capacity, does not change its character by being placed to his credit in his bank account. The bank contracts that it will pay the money on his checks, and when they are drawn in proper form it is bound to presume, in case the account is kept with him as a trustee, or as acting in some other fiduciary character, that he is in the course of lawfully performing his duty, and to honor them accordingly; but when against such an account it seeks to assert its lien for an obligation which it knows was incurred for his private benefit, it must be held as having notice that the fund is not his individual property, if it is shown to consist, in whole or in part, of money which he held in a trust relation." National Bank v. Ins. Co., 104 United States Supreme Court 54.

"A bank receiving on deposit from a factor, under the circumstances set forth in this case, moneys which it must have

known were the proceeds of property of the factor's principal, consigned to him by the principal for sale on the principal's account, of which moneys the principal was the beneficial owner, cannot, as against the latter, appropriate the deposits to the payment of a general balance due to the bank from the factor; and if it attempts to do so the remedy of the principal against the bank is in equity, and not at law." *Union Stock Yards Bank v. Gillispie*, 137 U. S. 411, 11 Sup. Ct. 118, 34 L. Ed. 724.

Upon the strength of these authorities it is manifest that the \$648.13 standing to the credit of Mr. Schwedler on the books of the bank on the morning of February 10, 1902, was, in equity, the property of the owners of the net produce from which the same was realized, and should be paid to such owners according to their proportionate shares thereof in equity.

The right to the \$500 mentioned is governed by a different principle. "When the trust fund cannot be identified or traced into some specific estate or substituted property, and the means of ascertainment fail, the trust wholly fails, and the party can only prove as a general creditor. * * * As the right to trace his trust fund is founded on the right of property, and not on the ground of compensation for its loss, he must be able to point out the particular property into which the fund has been converted. When he is unable to do this, the trust fails and his claim becomes one for compensation only, for the loss of the fund, and stands on the same basis as the claims of general creditors. * * * Where the trust fund cannot be traced, and the substituted property into which it has entered specifically identified, the trust fund must be regarded as dissipated, within the meaning of the authorities—scattered, dispersed, and, as such, destroyed." *Burnham v. Barth*, 89 Wis. 367, 369, 370, 62 N. W. 96; *Dowie v. Humphrey*, 91 Wis. 103, 64 N. W. 315.

The question is not whether the bank wrongfully induced Mr. Schwedler to give the check on the fund in the bank, which, in equity, belonged to his consignors; but whether such fund belonged to the plaintiff and the interveners, or some of them, at the time the check was so given. As stated in some of the adjudications cited, the right of action to trace the moneys and charge the fund has its basis in the right of property, but never upon the theory of preference by reason of an unlawful conversion. *Nonotuck Silk Co. v. Flanders*, 87 Wis. 242, 58 N. W. 383.

Mr. Schwedler's check for \$500 was given to the bank nearly two months prior to the time when the plaintiff or any of the interveners shipped any grain to Mr. Schwedler, and more than two months prior to the time when any money belonging to the plaintiff or any of the interveners was so deposited in the bank. This being so, it is very obvious that such check was not drawn upon any fund in which the plaintiff or any of the interveners had any interest. If, as found by the court, Mr. Schwedler, at the time of giving that check, notified the president of the bank that the money then in the bank to his credit in said account did not belong to him, nor to the grain corporation, but did belong to those who had previously made consignments to him, still that could give no right of action in favor of the plaintiff or any of the interveners, in equity, to charge the fund then in the bank. In other words,

the plaintiff and the interveners can only recover in this form of action by showing that they, or some of them, are the equitable owners of the fund sought to be charged, and not by showing that some stranger to the action had such right of action. We must hold that the trial court improperly held the bank liable for the fund of \$500, covered by Mr. Schwedler's check of October 8, 1901.—103 N. W. 1123.

New Secretary of the G.D.N.A.

After carefully canvassing the field, the Executive Comite of the Grain Dealers Nat'l Ass'n has employed Jno. F. Courcier, of Evansville, Ind., to serve the Ass'n in the capacity of Secy., and he has moved to Toledo, where the headquarters of the Ass'n will be maintained.

Mr. Courcier was born in Leopole, Perry Co., Ind., June 17, 1874. After several years on a farm Mr. Courcier entered the grain business for his father, C. F. Courcier at Chrisney, Ind.

In addition to a course in the public school Mr. Courcier had a 5-months course in the Jasper Business College in 1890 and a 3 month's course in the Perin Shorthand Institute at Detroit in 1891.

He continued with his father in the hay, grain and implement business at Chrisney until 1896, when he accepted a position on the road for the McCormick Harvesting Machine Co. Later he entered the office of the general agent of that company at Evansville and continued there until November, 1898, when he accepted a position as chief clerk for Wm. Field & Co., wholesale grain and hay. He secured a fourth interest in this concern and remained with it until Mr. Field's retirement in 1901, when he engaged in the brokerage and commission business on his own account. In February, '02, he accepted the position of manager of the

grain department of W. H. Small & Co., Evansville, and continued with this firm until July 1, '05.

While with W. H. Small & Co., Mr. Courcier took an active interest in public affairs and the upbuilding of Evansville as a market. He was Secy. of the Southwestern Ind. Grain Dealers Ass'n, Secy. of the Executive Comite of the Evansville Traffic Bureau and a member of the Evansville Business Men's Ass'n.

He was well recommended for the position of Secy.-Treas. of the Nat'l Ass'n by a large number of persons identified with the grain trade, and was especially well recommended by the various commercial organizations of Evansville.

He sees in the Nat'l Ass'n a potent factor for the elimination of unbusinesslike methods now existing in the grain trade. He recognizes the baneful influence of politics in the organization. In fact, it is especially repugnant to him, and it will be his earnest endeavor to relieve the Ass'n from its influence. He shares with the other officers of the Ass'n their earnest confidence in its future and is disposed to take advantage of every opportunity to place it on a sound working basis. No doubt his enthusiasm for the cause will bring much new support to the National.

Corn acreage this year is 94,011,000; an increase of 2,080,000 on the area planted last year.

Flaxseed growers hope that Rockefeller's alleged attempt to corner the market will fill their pockets with tainted money.

British millers who have been agitating a movement to combine in a refusal to buy American wheat on the inspector's certificate, hesitate to make their boycott effective for fear the American millers will be enabled to buy the raw material cheaper for the export flour trade.



John F. Courcier, Toledo, O., Secy. Grain Dealers Nat'l Ass'n.

Crop Reports

CANADA. Winnipeg, Man.: Drouth and slight frost in Medicine Hat district has reduced prospective yield of grain to $\frac{1}{2}$ that promised a few weeks ago. More red rust in some districts than we like to see and will not be surprised if yield is affected by it. Much straw we have seen is taller and heavier than we like to see, as usually lighter and shorter straw gives better yield. Are sure the yield will be disappointing in some districts, but on the whole the crop promises good at present.—Campbell, McLean & Co.

ILLINOIS. Gifford: Oat threshing under way; yielding 30 to 60 bus. per acre; mostly mixed in this immediate territory. Growing corn crop doing fine, with moisture enough to make the crop.

W. T. Pierce, agt. Bartlett, Frazier & Carrington.—Grand Ridge: Oats being threshed; quality good; yield average; 40 bus. per acre. Corn looks well; needs rain badly.—R. A. Center, agt. Atlas Grain Co.

INDIANA. Royal Centre: Wheat and oats coming to market; quality good. Oat crop immense; wheat about half crop. Threshing just fairly commenced.—W. G. Sweet.—New Ross: Are having the heaviest oat crop that we ever had; generally in good condition. Just fairly begun to thresh.—John I. Powell.—Goshen: All crops are good. Farmers have more work than they can do; burns too small. Wheat and clover hay, in particular, are large crops, while rye is the heaviest we have had for some time. Wagon receipts heavy.—Goshen Milling Co.—Ft. Branch: Wheat threshing practically at a standstill in Gibson county. Still 100,000 bus. of wheat in shock and much of this has been sprouting. The sprouted wheat brot to market is selling for 70 to 75 cents per bu. Seed wheat is selling for \$1 per bu. and a large acreage will be put out. Quarter of oat crop rotting in shock. Little hay has been cured and stored. Corn crop is best condition and yield will be largest in years. Harvesting about completed. About $\frac{1}{2}$ day marketed.—Ft. Branch Eltr. Co.—Berne: Prospect fine for corn; oats all out of shock.—C. G. Egly, for Berne Grain & Hay Co.—Evansville: Wheat crop average; quality promised to be best in years before continued rains, during time wheat was in shock, caused some damage by sprouting; think bulk of crop will be saved in fair condition. Farmers selling very little; are not satisfied with prices offered.—Melrose Milling Co.

INDIAN TERRITORY. Poteau: Cotton acreage is little lighter than last year. Corn acreage some larger than last year. Crops in fine condition, especially corn. We raise practically no small grain; a few oats for home use.—Turman Bros. & Co.

IOWA. Alford: Crops are very good. Considerable barley has been cut and some threshing was done by Aug. 1.—F. W. Stokes, mgr. Farmers Eltr. Co.—Defiance: Threshing has just begun; so far the wheat yield has been 10 bus. to the acre, of good, fair quality, testing 55 pounds. Oats selling 30 to 35 cents, with 35 bus. to acre; little off color; good weight, testing 32 and 33 pounds. Barley badly damaged; yield 25 to 35 bus. per acre; light weight, 38 to 44 pounds. More oats and barley sown than last year; less wheat. Corn acreage about the same as last year; promises good yield; stalk dark green; earing well. Pastures good for this time of year.—Wm. Young, agt. F. H. Hancock.

KANSAS. Leocompton: More wheat than has been raised for a number of years and also of better quality. Oat crop is good. Prospect couldn't be better for a good corn crop. Kansas is rejoicing that her crops are neither being "washed out" nor "dried out" this year, but that everything is "all O. K."—T. L. Kerns.—McCracken: Wheat crop was almost an entire failure; some did not pay for cutting; very few farmers will have more than enough for seed purposes. Corn looks fair, although

early corn was ruined by dry weather, but chances are good for late corn. Feed is doing finely.—Ryan Lumber Co.—Longford: Wheat is turning out quite good; making from 10 to 25 bus. per acre. Corn is looking fine and with a little more rain will make a good yield.—R. D. Wallace, mgr. Longford Eltr. Co.—Macksville: Wheat will average about 55 pound test; acreage about 25,000; yield about 10 bus.—J. L. Carter, agt. Kansas Grain Co.

KENTUCKY. Lexington: Wheat acreage about 20 per cent larger than last year; yield also larger; about 15 per cent grading No. 2, the rest coming in shriveled, damp and in poor condition. Barley and rye acreage shorter than last season. The yield of grain is turning out very satisfactory. Corn acreage larger than last year; condition could not be better for making large yield.—C. S. Brent.—Leitchfield: Corn, oat and wheat crops good; much better than last year. Hay crop not good; stood too long on account of wet weather; got too ripe.—G. H. Gardner.

MARYLAND. Baltimore: Maryland wheat yield has on the whole been satisfactory, and where farmers used proper diligence in saving the crops, the quality of the grain is excellent. The amount of wheat out of condition is out of all proportion to the whole, showing that farmers in southern counties have been placing blind faith in the weather and waiting for threshing machine, instead of ricking their wheat. Receipts so far have been largely of field threshed wheat and we may reasonably expect the quality to improve when the regular movement commences from rick and mow. Weather conditions continue perfect for corn and nothing short of hail and wind storms can now prevent a bumper crop. Local storm damage has been reported by the injury is trifling, both in extent and nature. Movement of new hay has not commenced; will be some 2 weeks late; farmers hesitating to accept prices dealers feel justified in paying.—B. M.

MICHIGAN. Amadore: Wheat crop being harvested; is an excellent one; probably the best ever grown in the Thumb of Michigan with an average acreage. Oat crop promising on high land; considerably damaged on low land. Corn at least 3 weeks late.—Willits & Galbraith.—Blaine: Wheat now being threshed; yielding as high as 50 bus. per acre and the finest samples we have had for years. Oats are being cut; prospects are for a yield of 40 bus. as an average all thru. Rye good.—Frank Brothwell.—Lansing: The weather during July was variable and fairly favorable for farm work, reports Geo. A. Prescott, secy. of state. The greater part of the month was cool, but the one week of warm weather in the latter part of the month was very beneficial to growing crops. The precipitation averaged 1.31 inches above normal and this wet weather interfered with the harvesting of wheat and making hay, but tended to promote rapid growth of corn. Wheat yield will be good; considerably above average; estimated average yield is 19 bus. per acre. About 12 per cent of plowing done for wheat. Field reported marketed at mills during July was 83,941 bus. at eltrs. 67,553 bus. The total amount marketed during the 12 months was 1,276,767 bus., which is 2,318,326 bus. less than reported marketed for the same months of 1903-4. Rye will be good crop; yield will be small in some cases because pastured too late in spring. Average estimated yield 15 bus. per acre. Oat yield will be light on heavy soil where crop was badly damaged early in season; in fields where soil is lighter and more open stand is good and where properly tended will make good crop. Unless early frosts prevail crop will be better than conditions indicated at time of planting. Condition is 78 as compared with average. Oats have been harvested and nearly all secured; quality fair, crop having been damaged in some localities; a large growth of straw and some fields have lodged. Estimated average yield 35 bus. per acre. Condition of beans varies according to soil, but critical time is to come at harvest time; if weather is favorable then the crop will be a profitable one this year. Condition is 84 compared with average.

MINNESOTA. Minneapolis: Favorable weather has aided wheat to maturity in advance of rust and expect that Minne-

sota and the Dakotas will harvest an average crop as to quantity, altho "spotted" as to quality. Investigations made for us by L. D. Marshall and others go to show that there will be probably more smut, both loose and covered, than we have ever been obliged to handle before; that there will be a large amount of blighted wheat and certain proportion of shriveled and rust-damaged grain, altho a large percentage will be undamaged and almost certainly a larger proportion of milling wheat than on the last crop. Barley, oats and rye are pretty well harvested thru southern counties and wheat harvest is also general there. No. Dakota requires from 10 to 15 days longer of good weather to mature the wheat crop; with good weather will produce a large crop. Spots along the Red river have been hurt by rust and blight but greater part of No. Dakota is covered with a splendid crop, freer from damage, generally speaking, than the crops of Minnesota and So. Dakota.—Van Dusen-Harrington Co.

MISSOURI. Louisiana: Wheat acreage above average this year. Average yield per acre 13 to 15 bus.; quality a fair average. More wheat will be sown for next year.—Diamond Flour Mfg. Co.—Lincoln: Wheat comparatively good but damaged some by rain; yield from 10 to 25 bus. per acre; testing from 55 to 62½ pounds; price ranges from 58 to 75 cents at mill. Corn in splendid condition; promises a bumper crop for Benton county. Oats fair to good.—B. F. Hadden, mgr. Lincoln Mill Co.—Columbia: July was generally favorable for corn crop, reports Geo. B. Ellis, secy. Board of Agri., and indications point to a crop second only to the high yield of 1902. Present average condition is 97, which is nearly 17 points higher than average condition for past 10 years. Estimated average acreage is 7,076,650, which is slightly above normal but is 8 per cent less than the acreage of crop of 1903. A conservative estimate for crop based on present conditions is for a yield of about 250,000,000 bus. Wheat and oats have been damaged some by wet weather causing grain to sprout. Reports indicate that yield of wheat will be fully up to estimate made a month ago, which was for a total yield of 30,535,000 bus.

NEBRASKA. Hardy: Have a good crop of wheat and oats this season; fine prospect for a large crop of corn.—O. D. Althouse.—Nora: Wheat yielding about 20 bus. per acre; testing 61 to 62 pounds. Oats fair. Corn in good condition; silking and tasseling. Have had between 3 and 4 inches of rain in last 7 days.—M. L. Claton, agt. Nye-Schneider-Fowler Co.—Hildreth: Will have a bumper corn crop, if frost stays off until latter part of Sept. Wheat is being stacked mostly since rains; farmers have been trying to cure it or rather stack burn it so it will not show the bleach.—J. B. Schlangen, agt. Duff Grain Co.

NEW YORK. Buffalo: State wheat crop has been secured in best condition; farmers and state millers, who have been without encouragement in that line for several years, are pleased, altho they cannot be expected to agree on the price, which is about 80 cents. Oats are a large crop. If fall is favorable will have plenty of corn.—J. C.

NORTH DAKOTA. York: Crops are looking fine. No black rust yet. Harvest about as far along as last year at same time.—J. E. Helm, agt. Imperial Eltr. Co.

OHIO. Christiansburg: Wheat running from 15 to 25 bus. per acre; fairly good quality. Oats down bad. Corn good.—Adam Bright.—Columbus: Wheat condition is 88, compared with average, a decline of 3 per cent since its estimated condition on July 5, reports Ohio Department of Agri. The crop was harvested under unfavorable conditions, as the incessant rains had softened the ground so that in many sections of state it was impossible to run the heavy binders in the fields and farmers were forced to harvest crop with cradles. Average date of harvesting was July 2, about 8 days earlier than last year. In some localities crop has suffered greatly from black rust, weevil and blasting of the head, altho these conditions are not general over the entire state. Oats were damaged by heavy rains and there is general complaint of crop being badly lodged, which will delay milling of heads. Also reports of damage by smut, but the estimated condition has declined but slightly since July 1. Corn growth is

very uneven, as planting was irregular. Has made rapid growths during past month but is suffering now for rain. Heavy wind storms have caused considerable damage and in some localities crop is down badly. Fields are very weedy as cultivation has been impossible.—Delphos: Wheat will average 12 to 18 bus. per acre; grading 2 Red, Toledo market. Oats 20 to 30 bus. per acre; grading 3 white. Corn looking fine; prospects of good crop.—Doboy & Morton.—Dellisle: Wheat acreage was about 30 per cent of average; yield about 25 per cent of poor quality, averaging about 56 pound test. Corn acreage about full; prospect about 90 per cent. Oat acreage about 50 per cent; yield about 75 per cent; quality good.—Drew Bros.—Defiance: Wheat acreage about 1/4 of an average; quality fine; yield will average about 15 bus. per acre. Oats a fair crop. Corn looks well but is badly in need of rain at present; unless we get good rain very soon crop will be very short.—O. D. Loveridge, mgr. Defiance Milling Co., Toledo: Plenty of oats being received and while of good quality are not as good as last year, reports A. W. Boardman, of East Side Iron Eltr. Co. F. W. Rundell reports that he has been fooled on the oats this season as he expected them to be lighter than they have turned out. Jas. Hodge, of United Grain Co., reports that not many wheat-oats are coming in, and while the quality of the oats is not up to that of last year, the quantity is there and will equal last year in bus., last year being previously equaled in but one instance. Wheat crop was much larger yield than was expected; grain is well conditioned and tests are very satisfactory; some test from 53 to 52 pounds. In a number of places flax did more damage than last year. A severe storm swept the central counties recently and did much damage to crops; many barns stacked with wheat were struck by lightning and burned, while wheat in shock was badly scattered. Oats and corn fields were badly blown down. Corn crop is in good condition but weather has been a little too dry for best results.—H. D.

OKLAHOMA. Lawton: Wheat very disappointing in yield; rust and continued wet weather cut it short. Red oats good yield; 40 to 60 bus. per acre. Weather very unfavorable for threshing. Corn prospects very fine.—Humphrey's Mill & Eltr.

SOUTH DAKOTA. Mitchell: Members of the Tri-State Grain Dealers Ass'n report that some smut has been discovered in districts north and northeast of Mitchell but it is not believed that it will do much damage if the weather holds favorable until harvested. Reports from southern and southeastern say no evidence there of rust or smut. Oats were pronounced to be a bumper crop. Barley is said to be discolored, which will lower the grain and affect the price. The grain will be heavy.

TEXAS. Dallas: Wheat crop is practically a total loss in central and northern portions of state and hardly 10 per cent of wheat that was put will be marketed with the mills. Considerable wheat coming to market which is only fitted for feed and is totally unfit for the mills. Millers are buying north and northwest as that from the western portions of the state will not be near enough to meet milling demands. Rains caused grain to sprout after cutting. Corn crop in good shape; promises very fair yield per acre in the state generally.—J. S. W.

WISCONSIN. Appleton: Have had too much rain, consequently grain on low lands has been damaged, but prospect is that all crops will be fair except corn. Acreage of all grain about same as last year. Probable yield of rye and winter wheat 25 bus. per acre; spring wheat so far very favorable for a good crop. Barley will yield about 30 bus.—Willy & Co.

Interested in the Market.

"What wuz the sermon about, Samanthar?" asked old man Medderrass on his wife's return from church.

"Sumthin' about a feller by th' name of Joseph sellin' corn down tew Egypt," answered the good woman.

"An' did the parson say what corn wuz sellin' fur down thar?" asked the old man.

Government Crop Report.

The largest corn crop ever raised in the United States is promised in the government crop report issued Aug. 10, by Victor H. Olmsted, Stephen D. Resenden, Geo. K. Holmes and John J. Darg. The condition on Aug. 1 was 89 per cent.

Spring wheat is reported as 89.2, compared with 91 a month ago. Returns indicate a winter wheat crop of about 424,400,000 bus., or an average of 14.3 bus. per acre, compared with 12.4, the final estimate of last year. The total prospective yield is 694,400,000 bus.; compared with 553,000,000 bus. harvested last season.

The condition of oats was 90.8, compared with 92.1 a month ago. Of last year's crop 6.2 per cent is estimated to still be in farmers' hands; compared with 5.4 per cent in farmers' hands 1 year ago, and a 10 year average of 7.2 per cent.

The average condition of flax of Aug. 1 was 96.7, compared with 92.7 a month ago and 78.9 a year ago.

The condition of rye was 92.6; barley 89.5; rice 92.9, compared with 88 a month ago and 90.2 on Aug. 1, 1904.

Barley Crop.

Barley through Iowa is generally stained, the heavy rains doing considerable damage. The berry is reasonably plump but will show more or less black and red tips. Acreage decreased about 5 per cent and it is estimated that the yield will show a decrease of 15 per cent. A great many of the plants headed out very short, owing to the unevenness of early growth.

Minnesota shows a large variation in quality, which covers color, weight and soundness. Some sections were severely damaged by extreme heat, while other parts of the state developed a fair sized berry and in still other sections the berry was small and badly stained. The whole crop will be darker than last year, with the general quality fair medium malting stock and a small percentage of choice, plump, good colored grain. Acreage about 15 per cent smaller than last year.

Some barley in South Dakota is badly stained and more or less ground damaged as well as red and black tipped, while samples of a smaller percentage is of fair color and weight. In portions of the state the grain has been permitted to ripen more satisfactorily than last year. We look for stained and variable weight barley but look for some of it to be of better malting properties than in the past year.

Samples indicate that the crop in the limited territory of Nebraska will be stained but a plumper berry than last year. No material reduction in acreage or yield. It will be feed to low grade malting stock and rather mixed. North Dakota is only just beginning to cut barley and is still too early for reports on its condition.

The percentage of good barley will not be as large in Wisconsin as last year. The color promises to be darker and quite a little will be smaller in berry and show lighter test weight than late previous crops.—Rosenbaum Bros.

Barley Estimate.

A decrease in the production of barley is reported from Iowa, which is due to smaller acreage and smaller yield per acre. The quality is very uneven, ranging from feed barley to choice malting, with a large percentage feed barley, altho a larger percentage is malting barley than last year. Four-fifths of the reports give the color as uneven and all more or less discolored. Acreage estimates range from 50 per cent decrease to 100 per cent increase, but the average is 3 per cent decrease. Yield estimates average 27 bus., or 9 bus. less than last year.

Reports from Minnesota are variable and indicate decrease in production compared with last crop, due to smaller yield and acreage. The quality is inferior, the larger percentage being classed as low malting. The berry averages about medium and reports of "light weight" and "plump" are about equal. Many reports of damage from too much

moisture and from hot weather, resulting in blight and shrunken kernels; discolored by unfavorable weather. Acreage shows a slight decrease from last year. Yield averages from 15 to 40 bus. Nebraska reports smaller production from localities where barley is raised, due to smaller acreage and smaller yield per acre. The larger percentage is feed barley caused by damage by unfavorable weather. Acreage estimates range from 30 per cent increase to 50 per cent decrease, with an average yield of 29 bus. per acre. Color uneven.

Reports from South Dakota indicate about the same production as last year, altho the quality is not so good, there being a larger percentage of shrunken and blighted grain which has been caused by unfavorable weather. The berry is generally reported medium and plump, about 1-6 being light weight. Larger part of crop is more or less discolored. Acreage is about same as last year, with average yield 30 bus.

Reports from the barley producing sections of Wisconsin are that the production is larger than last year, due to larger acreage and a larger yield per acre. Quality average good, but uneven, and not as good as the last crop with the berry medium and plump. Some damage due to too much moisture causing blighted and shrunken kernels, but which will not affect the result of the crop, which is nearly all good malting quality. Increased acreage slightly over last year; yield average 27 bus. per acre. Larger part is discolored and much of it very badly.—E. F. Bacon & Co.

Receipts of Wheat and Corn at Primary Markets.

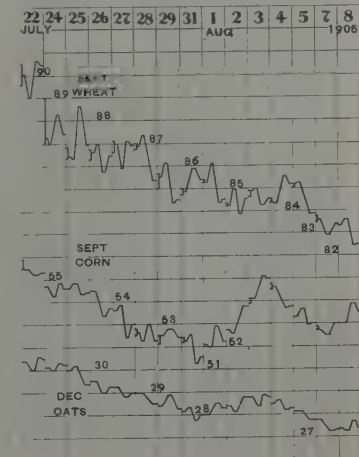
Wheat receipts at primary markets since the beginning of the present season have been heavier than since 1901. The market price of wheat four years ago was about 15 cents lower than at present.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to August 11 have been 27,981,000 bus., compared with 19,532,000 bus. for the corresponding period of the preceding year.

Corn receipts for the present crop year prior to August 11 have been 18,686,000 bus., against 12,645,000 bus. for the corresponding period a year ago.

Chicago Prices

The opening, high, low and closing quotations on wheat and corn for September and on oats for December delivery at Chicago for 2 weeks prior to Aug. 9 are given on the chart herewith.



Organization of Superior Grain Inspection.

On Aug. 1 the inspection of grain at Superior, Wis., came under the exclusive authority of the new commission established by the Wisconsin legislature at the earnest solicitation of the Superior Board of Trade.

During their long fight to have the Superior grain inspection bill passed the grain men of that city were alone. Opposition was encountered from La Crosse, Milwaukee and Duluth. Superior only worked the harder, sending a special train of leading citizens to buttonhole the legislators.

Once the bill had been passed, eastern millers became interested in the new inspection, as containing promise of relief from the evil practices of the Minnesota State Inspection Department, operating at Superior as well as Duluth, which had been guilty of foisting upon buyers wheat so far below the lawful weight for the given grade as to cause the purchasers considerable loss.

Grain dealers outside of Superior, whether country shippers or eastern buyers, desire above all things that an inspection shall be uniform at all times. Just as soon as the Superior inspection demon-

strates its uniformity in grading grain on its merits, then will the trade demand Superior certificates. Its success depends on the personnel of the inspectors and the commissioners controlling them. Superior is very fortunate in having as its first Board of Wisconsin Grain & Warehouse Commissioners three gentlemen of unquestioned integrity and earnestness of purpose.

The foundation of the Wisconsin law controlling public warehouses and the grain inspection and weights for the city of Superior is honesty and fairness to all concerned. No better or fairer law was ever put upon the statute books of any state. To this end it gives the Grain & Warehouse Commission almost unbounded power; and in order that it shall be administered with fairness to all it provides for three Commissioners, one of whom shall represent home interests and is appointed by the Governor of Wisconsin on recommendation from the Board of Trade of Superior; another to represent the producer and shipper is appointed by the Governor of Wisconsin on recommendation from the Governor of North Dakota; the third represents the eastern receiver and milling interests, and is appointed by the Governor of Wisconsin on recommendation from the Governor of New York state. These three Commis-

sioners have absolute charge of the organization of the inspection and weighing departments of the city of Superior, appointing the heads and subordinates of both departments, establishing rules and regulations for grading grain and the government of both departments. It is also charged with the duty of enforcing the law, which, as it is constituted, breathes nothing but honesty and fairness.

To look after Wisconsin's interest the Board of Trade selected Homer Andrew, a man well known to the business community of the city of Superior for his uprightness. In doing so they did themselves proud. The state of North Dakota selected thru its Governor Milton F. Swanston, a prominent business man, large farmer and grain dealer of Michigan City, N. D., a man who is well known thruout the state for his integrity, one high up in the councils of the grain interests and at one time a director of the Grain Dealers National Ass'n.

The state of New York selected thru its Governor, on recommendation of the Buffalo Chamber of Commerce and large milling interests in the east, John D. Shanahan, who is well known in the grain world as chief grain inspector and weighmaster for the port of Buffalo, and who is also chief deputy inspector for the New York Produce Exchange. Mr. Shanahan entered the grain inspection department when a young man, and by hard work and close attention to the duties of his calling has risen to the head of his department, and has held the office of chief inspector since 1898.

Under their authority, which extends conditionally to other points within the state, the three commissioners met and organized at Superior on July 20, holding day and night sessions for a week. After looking over the situation thoroly they appointed S. P. Christensen as chief grain inspector and Byron Kimball as chief weighmaster and assistant secy. to the Commission. Their portraits, with that of the first deputy inspector, J. B. Coombs, are given herewith. The treasurer of the Commission is E. L. Cass, cashier of the Bank of Commerce.

Chief Grain Inspector Christensen has had 20 years' experience in the grain business as country grain buyer, elevator manager and grain inspector, and came before the Commission with the best of records and recommendations. He has resided in Superior about 2 years. Owing to his retiring disposition he is little known there, but the Commissioners feel themselves fortunate in securing his services, as they do of Mr. Kimball, who was born in Superior and has always resided and done business there, and consequently is well known.

The State of Wisconsin, and particularly the city of Superior deserves the commendation and hearty support of the grain trade over the entire country for the grain and warehouse law, which can be considered one of the gems of honest law-making, and for the good judgment in the selection of the Commissioners to enforce it. In no way can politics creep into such a Commission, and the men composing it can be depended upon to carry out its letter and intent with uncompromising fairness and honesty. Their term of office is for one year. They can only be removed by the Governor of Wisconsin for cause.

The first inspection under the new law



John D. Shanahan. Homer Andrew. Milton F. Swanston.
Wisconsin Grain and Warehouse Commissioners.

was of a car of oats consigned by Peter Wiered, of Osnabrock, N. D., to E. Schwedler, who sold it to the J. L. Ross Co. This was the only car arriving Aug. 1. The Duluth Board of Trade is unfriendly, having appointed a weighmaster, who will weigh grain for dealers desiring Duluth weights, the Minnesota state officials having withdrawn. The members of the Wisconsin Commission do not wish to force Superior inspection upon the trade, being content to have the work of the Superior department compared with the Duluth inspection of the Minnesota state department. While the law empowers the Wisconsin Commission to drive out the Minnesota inspectors, the Commission prefers to let the owners of the grain name the inspection preferred, on the principle that the fittest will survive.

The grades adopted by the Wisconsin Grain & Warehouse Commission are as follows:

Superior Grades.

No. 1 Hard Dakota spring wheat shall be sound, dry, bright, and well cleaned spring wheat, composed mostly of the hard Scotch varieties, and shall test not less than 58 pounds per measured bu.

No. 1 Northern Dakota spring wheat shall be sound, dry and well cleaned, composed mostly of the hard varieties of northern grown spring wheat and test not less than 57 pounds per measured bu.

No. 2 Northern Dakota spring wheat shall be sound and reasonably clean, composed mostly of the hard varieties of northern grown spring wheat and test not less than 55 pounds per measured bu.

No. 3 spring wheat shall be composed mostly of the hard varieties of spring wheat, that are shrunken or for any cause not fit for a higher grade, and test not less than 53 pounds per measured bu.

No. 4 spring wheat shall be composed of spring wheat not fit for a higher grade in consequence of being of poor quality, shrunken, slightly damp or slightly musty, and test not less than 49 pounds per measured bu. Rejected spring wheat shall include all spring wheat grown, badly bleached or for any cause unfit for No. 4.

No. 1 Pacific white wheat shall be sound, dry, plump, and well cleaned, and test not less than 58 pounds per measured bu.

No. 2 Pacific white wheat shall be sound, dry and reasonably clean, and test not less than 56 pounds per measured bu.

No. 3 Pacific white wheat shall be not fit for a high grade, but fit for warehouses and shall test not less than 54 pounds per measured bu.

No. 1 Pacific red wheat shall be sound, dry, plump, and well cleaned and test not less than 59 pounds per measured bu.

No. 2 Pacific red wheat shall be sound, dry and reasonably clean, and test not less than 58 pounds per measured bu.

No. 3 Pacific red wheat shall be not fit for a higher grade but fit for warehousing and test not less than 54 pounds per measured bu.

Note A—The grades of Pacific red and Pacific white wheat are to include such wheats as are grown in the northwest and on the Pacific slope from either spring or winter seedling.

No. 1 red winter wheat shall be wheat, the greater part of which shall consist of the dark colored varieties, sound, plump, and well cleaned, and test not less than 60 pounds per measured bu.

No. 2 red winter wheat shall be sound, dry and reasonably clean, and test not less than 58 pounds per measured bu., and shall contain not over 10 per cent of white wheat.

No. 3 red winter wheat shall be sound red winter wheat of any varieties, not clean and plump enough for a higher grade and test not less than 56 pounds per measured bu.

No. 4 red winter wheat shall include all merchantable red winter wheat not good enough for No. 3, slightly light in weight, not damaged by water or heating.

No. 1 white winter wheat shall be sound, plump, well cleaned white winter wheat and test not less than 58 pounds per measured bu.

No. 2 white winter wheat shall include all sound, dry, and reasonably white winter wheat, and shall test not less than 56 pounds per measured bu.

No. 3 white winter wheat shall include dry, reasonably sound, reasonably clean, white winter wheat, shrunken or discolored, and test not less than 54 pounds per measured bu.

No. 2 mixed winter wheat shall be all white and red wheats mixed equal to No. 2 red winter wheat in all other respects.

No. 3 mixed winter wheat shall be all white and red wheat mixed, equal to



S. P. Christensen, Chief Grain Inspector.

No. 3 red winter wheat in all other respects.

No. 1 durum wheat shall be bright, dry, sound and well cleaned, composed as wheat commonly known as macaroni.

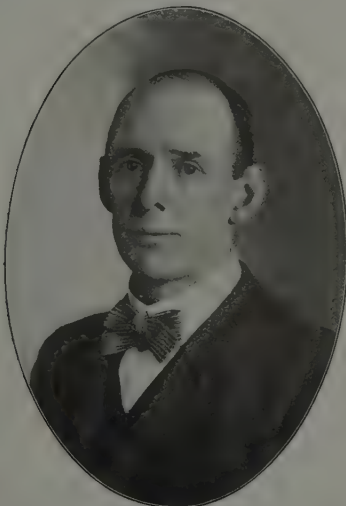
No. 2 durum wheat shall be sound, dry, reasonably clean, may be slightly bleached or shrunken, not good enough for No. 1.

No. 3 durum wheat shall include all wheat badly bleached, shrunken, or smutty, not good enough for a higher grade.

Note B—In cases of mixture of other varieties of wheat with the regular Superior grades of spring wheat, or with each other it shall be graded according to the quality thereof, and classed as one, two and three mixed wheat, with inspector's notations describing same.

No. 1 yellow corn shall be yellow corn, sound, dry, plump and well cleaned.

No. 2 yellow corn shall be 90 per cent



Byron Kimball, Chief Weighmaster.



J. B. Coombs, Deputy Inspector.

yellow corn, dry, reasonably clean, not plump enough for No. 1.

No. 3 yellow corn shall be 90 per cent yellow corn, reasonably dry, reasonably clean, but not sufficiently sound for No. 2.

No. 4 yellow corn shall be 85 per cent yellow corn, not wet or in heating condition, that is unfit to grade No. 3 yellow.

No. 1 white corn shall be sound, dry, plump and well cleaned.

No. 2 white corn shall be 95 per cent white corn, dry, reasonably clean, but not plump enough for No. 1.

No. 3 white corn shall be 90 per cent white corn, reasonably dry, reasonably clean, but not sufficiently sound for No. 2.

No. 4 white corn shall be 90 per cent white corn, not wet or in heating condition, that is unfit to grade No. 3.

No. 1 mixed corn shall be mixed corn, sound, dry, plump and well cleaned.

No. 2 mixed corn shall be mixed corn, dry, reasonably clean, but not good enough for No. 1.

No. 3 mixed corn shall be mixed corn, reasonably dry, reasonably clean, but not sufficiently sound for No. 2.

No. 4 mixed corn shall include all mixed corn, not wet or in heating condition, that is unfit for grade No. 3.

No. 1 white oats shall be white oats, dry, sweet, clean and free from other grains, and shall test not less than 32 pounds per measured bu.

No. 2 white oats shall be $\frac{3}{4}$ white oats, dry, sweet, reasonably clean, practically free from other grain, and shall test not less than 31 pounds per measured bu.

No. 3 white oats shall be $\frac{3}{4}$ white oats, dry, sweet, reasonably clean, practically free from other grains, and shall test not less than 29 pounds per measured bu.

No. 4 white oats shall be $\frac{3}{4}$ white oats, not sufficiently sound and clean for No. 3, and shall test not less than 25 pounds per measured bu.

No. 1 mixed oats shall be dry, sweet, clean, and free from other grains, and shall test not less than 32 pounds per measured bu.

No. 2 mixed oats shall be dry, sweet, reasonably clean, and shall test not less than 31 pounds per measured bu.

No. 3 mixed oats shall be mixed oats that are merchantable and warehouseable, reasonably clean, and not fit for a higher grade.

No. 1 clipped white oats shall be white oats, dry, sweet, clean and free from other grain, and shall test not less than 40 pounds per measured bu.

No. 2 clipped white oats shall be $\frac{3}{4}$ white oats, dry, sweet, reasonably clean, practically free from other grains and shall test not less than 38 pounds per measured bu.

No. 3 clipped white oats shall be $\frac{3}{4}$ white oats, dry, sweet, reasonably clean, and practically free from other grains, and shall test not less than 36 pounds per measured bu.

No. 1 rye shall be sound, plump, well cleaned, and shall test not less than 56 pounds per measured bu.

No. 2 rye shall be sound, reasonably clean, reasonably free from other grains, and shall test not less than 55 pounds per measured bu.

No. 3 rye shall be all rye, slightly damaged, slightly musty, or for some other cause unfit for No. 2.

No. 1 barley shall be plump, bright, clean and free from other grains, and shall test not less than 48 pounds per measured bu.

No. 2 barley shall be sound, of healthy color, reasonably clean, reasonably free from other grains, not plump enough for No. 1, and shall test not less than 46 pounds per measured bu.

No. 3 barley shall include all slightly shrunken and otherwise slightly damaged barley, not good enough for No. 2, and shall test not less than 44 pounds per measured bu.

No. 4 barley shall include all barley fit for malting purposes not good enough for No. 3.

No. 1 feed barley must test not less

than 40 pounds per measured bu, must be sweet and reasonably sound.

No. 2 feed barley shall include all barley which is for any cause unfit for malting purposes and may include a liberal sprinkle of foreign grain and seeds.

Chevalier barley—The grades of Nos. 1, 2 and 3, Chevalier barley, shall conform in all respects to the grades Nos. 1, 2 and 3 barley, except that it shall be of the Chevalier variety, grown in the extreme northwest and on the Pacific coast.

No. 1 northwestern Dakota flaxseed shall be mature, sound, dry, and sweet, and shall be northern grown. The maximum quantity of field, stack, storage or other damaged seeds intermixed shall not exceed 12% per cent. The minimum test weight shall be 51 pounds per measured bu. of commercially pure seed.

No. 1 Dakota flaxseed shall be northern grown, sound, dry and free from mustiness, and shall contain not more than 25 per cent of immature, field, stack, storage or other damaged flaxseed, and shall test not less than 50 pounds per measured bu. of commercially pure seed.

No. 2 Dakota flaxseed shall be northern grown, sound, dry and free from mustiness, and shall contain not more than 35 per cent of immature, field, stack, storage or other damaged flaxseed, and shall test not less than 49 pounds per measured bu. of commercially pure seed.

Rejected flaxseed shall include all flaxseed that has been bin-burned, immature and field damaged, that is warehouseable and fit for storage, and shall test not less than 47 pounds per measured bu. of commercially pure seed.

Note C—Yellow oats—The grades of Nos. 1, 2 and 3, yellow oats, shall correspond in all respects to the grades of Nos. 1, 2 and 3 white oats, except that they shall be of the yellow varieties.

Note D—No grade grain—All wheat, corn, oats, rye, barley, flaxseed or other grains that are found to be in a heating condition, wet, damp or musty, badly bin-burnt, badly damaged, seemingly dirty or otherwise unfit for warehousing, shall be classed as "no grade" with inspector's notations as to quality and condition.

Note E—Grain shall in no case be graded higher than that of the poorest quality found in the lot, when it bears evidence of being loaded unevenly.

Note F—Dockage on all grain shipped in the dirt shall be determined and reported by the inspector.

The Pere Marquette Elevator at Ionia, Mich., was struck by lightning August 4 and burned with contents, which were owned by W. C. Page & Co. The loss to the railroad was \$15,000 and to Page & Co., \$10,000. This is the third time the firm has been burned out since 1901.

The Peavey Eltr. at Duluth has a vertical quarter-turn drive, where 15 laps of 2-inch rope in one length of 4,800 ft., transmit 750 h. p. vertically up the tower to the head shaft from the main shaft. This drive was put in years ago and has given perfect satisfaction from the very first trial.

In the early '40s Milan, O., which lies paralyzed and almost lifeless some sixteen miles up the Huron river from the shore of Lake Erie, exported more grain than any other place on this continent and was surpassed only by the Russian city Odessa. A graphic story in the Toledo Blade tells how in the autumn all roads leading to the town were thronged with farm wagons laden with grain. Farmers would drive in from a distance of more than a hundred miles and the streets were crowded with them. Six or seven hundred wagons would arrive in a single day. As many as twenty sailing vessels were loaded in a day and as much as 35,000 bushels of grain placed on board.—A railroad struck the blow that paralyzed Milan.

Crop Conditions.

With the spring wheat harvest begun, the danger of rust damage is over, except in North Dakota, where, however, the prospects are splendid for a heavy yield. Rains have interrupted winter wheat threshing in Kansas.

Oats harvesting has been finished, the yield in Illinois and Iowa being good and of fine quality.

Corn is growing rapidly everywhere, needing more rain in the Ohio valley. A heavy crop is promised in Missouri and the northern states of the corn belt.

Golden Rust Harmless.

Professor F. W. Smith, instructor of science in the Northern Normal and Industrial School, Aberdeen, S. D., after making a microscopical examination of the rust on wheat has issued the following report:

A microscopical examination of the rust which is now affecting the wheat shows that it is of two kinds—the so-called brown rust and the golden rust. Under the microscope the spores of the two species are easily differentiated. The brown spore of the brown rust is elliptical in shape while that of the golden rust is spherical. The black rust stage of the golden rust is much more blunted on the end and its cells have a different arrangement from those of the brown rust. The two species cannot be told apart except by the use of a very powerful microscope.

An examination of several fields shows that there are about equal quantities of the two species growing on the wheat now. The spores of the black rust stage of brown rust are not fully matured. As compared with the amount of black rust of last year, as shown by comparison with the straw saved over, there is not one-hundredth as much on the grain at the present time. The presence of the golden rust on the grain should not be viewed with alarm as it is comparatively harmless.

Stockholders Investigate Corn Products Co.

The committee, appointed to investigate the affairs of the Corn Products Co., met at New York, Aug. 9. It proposes to find out why, when the productive capacity of the factories of the company is now more than sufficient to supply the demand, the management should expend money in building and refitting plants.

The company is grinding but 60,000 or 65,000 bus. of corn daily with a total capacity of 150,000 bus., or more, and three competing plants are in operation with a total capacity of 75,000 bus.

The committee is composed of H. Williams Moeller, Wm. H. Hays, F. W. Dur-yea, M. D. Chapman and J. W. Hardenbergh. A great many stockholders were also present and heartily indorsed the efforts of the committee to secure the desired information. No satisfactory reply has been given to the request of the committee as to the condition of the company and one of the stockholders, referring to the last annual report, alleged that the company has been brought to a condition of insolvency, and many charges of alleged mismanagement are made by the counsel.

The meeting adjourned, subject to the call of the committee.

On the Edge of the Pit.

BY IDLER.

The telegraph operator was in a reminiscent mood. "Yes," he said, with that long drawn inflection which betokens awakened memories, "I've been literally 'on the edge of the pit' for a good many years, and a long procession of men have paused before this desk with their bits of yellow papers. During idle moments in the past I have dipped into the classics, so it may not strike you as queer to learn that the scenes enacted here conjure up thoughts of Dante and Virgil. What a field this would be for them to delve in, could they view it with twentieth-century minds! However, it is just as well they can't, for they would probably tell of the dark side only and altogether fail to comprehend the world-wide activity centered in our Board.

"In fact, the right conception of this mighty organism escapes the millions of the toiling masses whom its existence directly affects. They see in it mainly a device for gambling, a place where men may congregate to bet upon the market, where fictitious values are current and the lamb is sheared of his woolly covering. These and a thousand other ideas have become diffused through the earth. But what people generally do not realize is the magnitude of the necessary, legitimate business transacted on this Board—not for Chicago, not for the middle west, nor our country only, but for the world.

"To feed the world and provide for its wants of one kind and another is a mighty undertaking. Centuries ago it was a simple matter, comparatively speaking, for each state or community was sufficient unto itself; but today organized society governs, and it knows no bounds of race or country. To carry out its purposes great markets are essential—great clearing-houses, I might better say—where all who have one trade may meet upon an equal footing and adjust their differences. London, for instance, is the great banking center; New York controls industrial stocks; Liverpool gives decrees to shipping; Paris has long been the home of arts; Hong Kong sends its tea to all quarters of the globe; Pittsburg fixes the price of steel; Amsterdam houses the diamond cutters; at Berlin the scientists gather; in Barcelona the cork merchants live, and so I might go on. Each commodity, each phase of the great world's work looks to one place as the Mecca of its being. For Chicago the future promises much; its hand will be laid upon many industries to govern and direct them; but it can have no grander distinction than that which it now holds, of helping to 'pass the bread around the world.' And that is just what this exchange stands for. It is the center of grain distribution.

"No," said the telegrapher, in answer to an interruption, "only a small percentage of the stuff is actually handled here, of course; but that makes no difference. It is the control exercised here that counts. Because of the enormous volume of trading and the fact that orders for the purchase or sale of any quantity of grain can be executed at once at current values, transactions are constantly being made on this Board for people throughout the civilized world. For example, if an English merchant buys wheat at Buenos Ayres and ships it to England, he

is very likely to hedge against it here. In this way he insures himself against loss, for if the market declines and he is obliged to sell his cargo of wheat for less than he expected, when it arrives at Liverpool, he has a profit in the December wheat to offset this difference.

"Just that sort of thing is being done all the time, and Chicago has naturally come to be the clearing-house for grain merchants everywhere.

"But doesn't the arbitrary manipulation of prices by a few speculators have a disturbing influence upon business? Isn't the Board a bad thing in this way?" the enthusiast was asked.

"Oh, that," said he, "is another story, and I'll talk with you about it again. I'm due at the supper table in twenty-five minutes, and you know how long it takes to get out where I live."

So off he went. Perhaps he needs time to think about it.

Elevator Allowances.

On complaint by the transportation committee of the St. Louis Merchants Exchange the Interstate Commerce Commission has begun a series of hearings on elevator allowances.

Elevator allowances have always been shrouded in mystery. Few of the large firms at the terminal markets have felt certain of their information on the allowance granted to competitors, or who was getting the allowance and who was not enjoying the rebate. Allowances are most commonly granted at terminal points which are poorly provided with elevator and grain storage facilities. The rebate ranges from $\frac{1}{4}$ cent per bu. at Toledo, O., to 2 cents at New Orleans. Other points receiving the allowance are Kansas City, Little Rock, Omaha, Leavenworth, Burlington, Fort Worth, Galveston, Atchison and Coffeyville, Kan. The effect of the allowance has been to give the favored market an advantage over others, the allowance being practically a cut rate, tho not shown in the published tariff schedules.

The first of the hearings by the Interstate Commerce Commission was held at St. Louis, July 22-24. James C. Lincoln, G. F. A. of the Missouri Pacific, testified that his road made allowances, first, for elevation, storage, transfer, insurance and release of equipment; second, on reshipment to secure such reshipment; third, on transfer from car to car for the sole purpose of securing weight and inspection.

The witnesses gave a history of the elevator allowances from their inception at Omaha, when the Union Pacific entered into a contract with Peavey & Co., under which Peavey & Co. put up an elevator and the road agreed to allow them $1\frac{1}{4}$ cents per bu. on all grain transferred thru it.

The other western lines a year and a half ago complained to the Interstate Commerce Commission that this practice would lead to similar allowances by all the western lines. No shippers appeared to complain and the consequence was that the Commission decided that the practice was not unlawful. It seems that the roads even have gone so far as to pay for elevation on the same grain both in and out, making $2\frac{1}{2}$ cents a 100 pounds. The evidence also showed that four big concerns practically controlled the export movement of corn last winter, largely thru these double elevation allowances; the grain getting the benefit of an allow-

ance at Burlington, Kansas City or Omaha and another at New Orleans or Galveston.

Geo. F. Powell, of Connor Bros. & Co. stated that the situation as it now presented itself gave cause for alarm more as to the future than for the present, as they were handling all Illinois grain at Cairo and that they feared every day that an elevator allowance would go into effect there on grain shipped from Kansas City and points further West, in which case their business in that locality would be at an end. He thought that if left alone the system of allowances would spread itself throughout the country and end in a discrimination against St. Louis so strong as to prevent any business whatever.

Railroad men present were a unit in saying that these allowances should be entirely done away with.

As a logical result of a continuation and of course, further spread of the allowances, the grain business of the west would naturally drift into the hands of a few big dealers, who had line houses on the various big systems and storage houses at the terminal markets, thru which they were getting allowances. Mention was made of Harris-Scotten on the Burlington; Rosenbaum on the Rock Island; Hall, Baker on the Mo. P. and Bartlett, Frazier & Carrington on the I. C. R. R.

The second hearing at Kansas City, July 26-27, showed that the roads practiced discrimination against certain firms in granting the $1\frac{1}{4}$ cent allowance. E. O. Moffatt said the Milwaukee road grants the allowance to the Simonds-Shields Grain Co. and to no one else.

At Washington, July 28, Jas. A. Patten of Chicago stated to the Commission that he had made a shipment of 150,000 bus. of oats from Chicago to New York via Buffalo, and that he had received \$230 from his shipment east of Buffalo, which he was of the opinion came from the elevators. Altho a charge of $\frac{1}{2}$ cent on grain out of Buffalo is made in the regular tariffs of the railroads, evidence was presented to show that the Lehigh Valley Railroad company had made repayments to the elevator company.

The Commission will continue to take evidence. From remarks by Commissioner Cockrell it is believed the Commission will abolish allowances to the operators of grain elevators.

Philippine Imports and Exports.

Philippine imports of breadstuffs during the 7 months prior to Feb. 1 were 40,824 bus. of grain and 101,478 barrels of wheat flour; compared with 55,829 bus. of grain and 125,848 barrels of wheat flour for the corresponding months of the preceding crop year.

Hay imports into the Philippine Islands during the 7 months were 2,446 tons; compared with 939 tons during the corresponding period of the preceding season.

Rice imports for the 7 months were 317,616,273 pounds; compared with 435,811,937 pounds during the corresponding months of the preceding season.

Exports of hemp during the 7 months were 69,097 tons; compared with 77,253 tons during the same months of the preceding season, as reported by the War Department.

The government crop reports will be given out at 12 o'clock, Washington time. Reports on the minor crops will be issued at 4 p. m.

Measure of Damages for Delay in Transportation.

BY C. B. HIRTZEL.

The common carrier's responsibility begins with the completion of delivery to it of the freight at the place where the carrier is accustomed to receive such freight, and notice duly given that it is there for transportation. Elliott on Railroads, secs. 1403, 1404. The carrier is in effect the insurer of the goods carried from the absolute and safe delivery of which he can be excused in only three ways, viz., by the act of God, the interference of the public enemy, or the shipper's own negligence. When freight is lost the market value of the goods at the point of destination with interest from the time they should have been delivered less the amount of the freight charges is the measure of the damages recoverable by the shipper. 5 Am. & Eng. Enc. of Law (2d ed.), 373; Fordyce & Swanson v. Dempsey & Beasley, 82 S. W. 493 (Sup. Ct. of Ark.). But the market price at the place of shipment may be taken when the contract specifically so provides, or where circumstances call for the change. Ency. of Law, supra.

Damages in cases of Delay.—Where there is a delay for which the carrier is liable, the measure of damages is the difference between the market value of the property at the time and place at which the delivery should have been made and the same value when delivery was actually made, whether the difference in value was the result of a decline in the market or of an injury suffered by the goods in consequence of the delayed delivery. Interest should be added, and the freight charges, if unpaid, should be deducted. Ency. of Law, supra.

The application of this rule is found in the decisions of the cases below:

In *Cowley v. Davidson* (13 Minn. 82), a case decided by the supreme court of Minnesota, which has been followed and quoted by many courts, the carrier had contracted to deliver wheat "at Milwaukee on or before the 20th of May, A. D. 1864." The action was brought upon the contract for failure to carry and deliver. The defense attempted to be made was that the unprecedented low water in the Minnesota river prevented performance of the contract. This defense was not valid in view of the absolute contract as to the time delivery should be made. Of the damages the court said: "The wheat was not lost, but it was at Ottawa and not Milwaukee as it should have been. If, therefore, it was worth more at Milwaukee than at Ottawa at that time, the rule of damages is the difference between the value of No. 1 wheat at Milwaukee on the said 20th day of May and the price of wheat of same quality in Ottawa, with costs of transportation from Ottawa to Milwaukee at the rate mentioned in the contract." The court said further that the plaintiff was not bound for the purpose of relieving the defendant to send the wheat subsequently to Milwaukee, or any other place, and the fact that he might have made more out of the wheat at a subsequent time by sending it to Milwaukee could not affect his rights as against the defendant, for if so, he might be required to keep it until a more favorable season, and to send it to another market, that greater profit should result from it, and the defendant have the benefit of the enhanced price.

In a case in the Supreme Court of North Carolina, decided Nov. 22, 1904, the defendant had "issued to the plaintiff its bill of lading at Little Rock, Ark., for 100 bales of cotton to be shipped to New Orleans, La., 'shipside,' consigned to the order of R. A. Lee & Co." The suit was brought for damages incurred by the failure of the defendant to deliver in a reasonable time. The plaintiffs claimed that by the failure to deliver cotton "shipside" at New Orleans within a reasonable time, they were unable to get the cotton loaded on a certain ship, and that the steamship company required them to pay for dead freight room to the amount of \$83.30 between New Orleans and Genoa, Italy. The trial court had instructed the jury that plaintiffs were entitled to recover interest on the value of the cotton for the time of the delay, which was 35 days. The supreme court said: "When the carrier has notice of the fact that a delay in the delivery will result in an unusual loss of some special damage, there may be a recovery for the actual damages sustained, where the notice is of such a character that it will be legally presumed that the carrier contracted with reference thereto," citing *Swift River Co. v. Railroad*, 169 Mass. 326. And it was held that there had been no such notice, the court saying: "The word 'shipside,' in its ordinary significance, is a direction to the carriers to deliver the cotton at some wharf accessible to its track in New Orleans, to which a ship would come. In the absence of anything in the bill of lading to signify what ship was to receive the cotton, the consignee would have to notify the carrier. The word 'shipside' alone did not give notice to defendant that the plaintiff had made a special contract with a steamship

company in regard to carrying the cotton to Genoa, and therefore that delay would result in special damage to the shipper, and the damages must be confined to such as were reasonably within the contemplation of the parties when the contract of carriage was made," and not such as accrued by reason of the special contract with the steamship company. *R. A. Lee & Co. v. St. Louis, I. M. & S. R. Co.*, 37 A. & E. R. Cases 260 (1904).

Knowledge to the carrier that the freight is designed for sale in the market of a certain day is given by the provision of the verbal contract of shipment made with its agent "that the plaintiff's cattle were to be shipped on the day named so as to be on the Kansas City market on the next day." *Wilson & Aull v. Mo. Pac. R. Co.*, 66 Mo. App. 395 (1896).

Johnson-Brinkman Com. Co. v. Wabash R. Co., 64 Mo. App., 590 (1896), was a case where the plaintiff had delivered corn to be carried from Kansas City, Mo., to Chicago. The delivery was in time to have arrived if defendant had been diligent in transportation so as to have been prepared for and put in the market and sold on the 31st day of May, 1892. On account of the unreasonable delay it did not arrive in time for the market of that day, and plaintiff was compelled to, and did, afterward, on June, sell for a lower price. It was held that "the shipper of a commodity who fails to get to the market for sale, through the negligence of the carrier, is entitled to base his claim for damage on the market price, regardless of actual value. A market price far beyond the value of an article may be brought about in various ways innocent in themselves. As, by a sudden and apparently well founded rumor of war, which does



Wheat—If I don't Get a Puncture I'll Beat 'Em All Out Yet.—Minneapolis Journal.

not occur. Or by a mistaken opinion as to the effect of a drought, and like causes, which have not originated in a wrongful purpose. And a market price much beyond the value may be brought about by an unlawful design or combination, whereby a commodity is made difficult to obtain and whereby it sells for the fixed price to *all who deal in it*. Here the shipper is also entitled to recover the market price, brought about in that manner, if he is not connected with the unlawful cause; and this without regard to the actual market value of such property. These statements are based on the plain proposition that a seller, acting *bona fide* is entitled to sell at whatever price a buyer will pay. It appears that at the board of trade in Chicago there were certain individual dealers, who had, at times previous, sold corn, which they did not own or have in possession, who were called upon to deliver, and who in an endeavor to obtain the grain for delivery, laboring under a necessity peculiar to them (who seem to be known as shorts) in their situation, were paying, on May 31, as much as \$1 per bushel for corn which graded No. 2. * * * This was not the natural or legitimate price, but was a price offered and paid, for a few hours, by a limited number of individuals, who were laboring under a pressing necessity, peculiar to themselves, and which did not apply to the public generally. * * * We do not regard that price as the market price. A market price, even when applied to a shipper desiring to sell on the market, is necessarily that price which obtains in the market generally and not a price which some individual from mere fancy of an article, or from some pressing necessity, peculiar to themselves, will pay."

To the same effect are the decisions of the courts of Ohio, United States, North Carolina, Illinois, New York, Maryland and Indiana, notably in the following cases: *Devereux v. Buckley* 34 O. St. 16; *The Caledonia* 157 U. S. 124; *Hamilton v. W. N. Car. R. Co.* 96 N. Car. 398; *Ill. Cen. R. Co. v. Waters* 41 Ill. 73; *Marshall v. N. Y. C. R. Co.* 45 Barb. (N. Y. Rep.) 502; *Phil. W. & B. R. Co. v. Lehman* 56 Md 209; *Chi., St. L. & P. R. Co. v. Walcott* 141 Ind. 267.

The foregoing extracts from the several decisions named, plainly show the principles and reasons upon which the holdings are based. These cases all, especially that of *R. A. Lee & Co. v. St. Louis, I. M. & S. Ry. Co.*, should certainly have the effect of making all shippers, to whose attention they come, observe that old and valuable rule for the prevention of trouble, viz., the exercise of carefulness in the beginning, and to this end fully instruct the carrier as to his requirements of it in the matter of the particular shipment. Then, that done, he should hold it to its duty, and in case of loss, to strict account.

In addition to the damage or loss sustained, it is the general rule that the carrier is liable for the reasonable expenses occasioned by the delay. Within this rule are traveling expenses, cab hire, telegrams, and time expended in search of the delayed freight. The expense of wagons and teams sent to receive the goods when they should have arrived. 2 *Rapalje and Mack's Digest of Railway Law* 207. Where there was a failure to deliver grain at a certain warehouse the expense of moving the cars from where they were left to the ware-

house was allowed. *Chi. & N. W. Ry. Co. v. Stanbro* 87 Ill. 195. And if the arrival is too late to make sale at the point of destination, the cost of reshipping to another point where it can be sold, can be recovered. *Ill. Cen. R. Co. v. Cobb* 72 Ill. 148.

Daniel P. Byrne.

Among the leading grain commission firms of St. Louis is that of Dan'l P. Byrne & Co., successors of the Redmon Cleary Commission Co.

The head of this firm, Dan'l P. Byrne,



Daniel P. Byrne, St. Louis, Mo.

entered the employ of his uncle, the late Redmon Cleary, as office boy, 35 years ago. By close application to business Mr. Byrne won the position of Vice-pres. and Gen'l Manager of the company when it was incorporated in 1887, and he continued to serve it in these capacities until its retirement from business in February, 1898, when the new firm of Dan'l P. Byrne & Co. was organized to continue the business.

Having served in every capacity, Mr. Byrne is familiar with every feature of the business. He seldom takes time from the office to attend any of the grain dealers' meetings but generally sends a representative, hence keeps in touch with the needs of his patrons.

Rust hunters have taken so many samples from the field of Faulk Co., S. D., that the farmers are complaining.

The federal government has opened for settlement 1,000,000 acres of unallotted lands in the Uintah reservation of Utah.

If the resignations continue much longer Secretary Wilson will have the Agricultural Department all to himself. —*Knoxville Sentinel*.

So-called oat-meal feed, a by-product in the manufacture of oat meal, consisting of the hulls broken in the process of removal from the oats, is dutiable as "oat hulls" under paragraph 231, tariff act of 1897.—*U. S. v. McGettrick*. Board of General Appraisers.

July Wheat Corner at Winnipeg.

Winnipeg, Can., has suddenly leaped into fame as an up-to-date grain market by running a little corner of its own in wheat for July delivery. The corner has served to advertise the fact that the metropolis of Manitoba stands pre-eminent as a primary wheat market for actual wheat.

The July option of the Winnipeg Grain Exchange closed July 1 at \$1.05½, and advanced to \$1.09 by July 14, while the United States markets were falling 4 cents per bu. Millers who had bot wheat to grind into flour held stubbornly to their contracts. The Lake of the Woods Milling Co. let go 100,000 bus. at \$1.08½, but the Ogilvie Milling Co. stood pat.

When the market closed above \$1.13 on July 25 the sellers took fright and sought to buy in their contracts. Little wheat was for sale, altho the cash article advanced with the option until wheat was above the export basis. Farmers were credited with holding only 300,000 bus.

The pinch came a little too late to permit the shipment of grain from eastern Canada to the western elevators to apply on contract. Only one steamer load, and that only 90,000 bus., could be rushed back from Kingston, Ont., to Fort William in time to deliver on sales.

Shorts made a number of private settlements at \$1.22. The market jumped 14 cents July 27, closing at \$1.30.

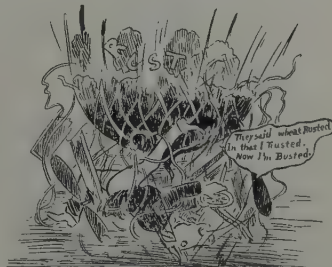
On the last day the market opened at \$1.27 bid and \$1.31 sellers, the first sales being 82,500 at \$1.30, the James Caruthers Co. taking all offerings. At the close their representative bid \$1.35 and was sold 5,000 bus. by D. Morrison. The clearing-house on Aug. 1 decided that the official settlement price for defaulted July contracts should be \$1.32¼. The contracts defaulted are said to aggregate less than 100,000 bus.

R. Muir & Co., representing 80,000 bus. of the short interest, brot suit July 27 for an order of court to restrain the clearing-house from proceeding with transactions in the July option, or paying over his margins to the opposing interest, and a hearing on the injunction was had July 31.

The National Rice Milling Co.'s profits for the last fiscal year were \$119,288 net.

It is a great snap to be a crop expert with a large reputation and a small conscience.—*Sioux Falls Argus-Leader*.

A machine for delinting cotton, which will also extract the germ from corn, is being promoted by the Dixie Delinter Co., recently formed at Florence, Ala.



The Rust Didn't Work. Bull Says He will Succeed with It Next Week.—J. F. Zahm & Co.'s Circular.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The grain dealers and wholesale grocers of Little Rock have agreed that only the following sized packages shall be handled in the future: Corn meal in 24 and 48-pound sacks; wooden packages, 192 pounds; corn chops and bran, 100-pound sacks; corn, 140-pound sacks; oats, 160-pound sacks.

Little Rock, Ark.—The Hayes-Shofner Grain Co. incorporated, \$6,000 capital stock, to do a general grain buying and selling business in Little Rock and other towns of the state, and own and operate eltrs. Incorporators, C. E. Hayes, pres.; Jas. Thomas, vice-pres., and Price Shofner, secy. and treas. All the members of the firm have been engaged in the grain business at Little Rock.

CALIFORNIA.

Mountainview, Cal.—The grain warehouse of H. Trulson burned recently. Loss on building, \$4,000; fully insured.

San Francisco, Cal.—The Merchants Exchange has appointed the following committees: Grain—R. D. Girvin, Wm. Baehr, L. G. Sheldon, B. Sinsheimer, W. C. Barnard. Beans—E. M. Bray, T. C. Berry, S. Erlanger, B. Sinsheimer, W. C. Barnard. Arbitration—Henry Rosenfeld, Jas. Rodolph, Jr., Joseph Durney, W. E. Mugan, C. R. Johnson, James Otis, R. Herrold, Jr. Appeals—Wm. Haas, H. F. Allen, Chas. D. Haven, J. R. Hanify, John Barneson. The directors of the Exchange have elected the following officers: J. A. Hooper, pres.; G. P. McNear, vice-pres.; F. B. Anderson, treas.; T. C. Friedlander, secy., and H. C. Bunker, chief inspector. The expenditures for the past year have been \$45,524, and the receipts \$41,133, the deficit being due to the short grain crop. After erecting the new building at a cost of \$1,500,000 the Exchange has a floating debt of \$117,000, which will be paid in 2 years.

CANADA.

Spring Coulee, Alta.—W. L. Thompson will build an eltr.

Griswold, Man.—The Griswold Milling Co. will build a 6,000-bu. eltr.

Kinistino, Sask.—Turner & McMichael, of Melfort, will build an eltr.

Gainsborough, Assa.—The Imperial Eltr. Co. has given its eltr. a coat of paint.

Langham, Sask.—W. Peters, of Rosethorn, and the Sinclair Eltr. Co. will build eltrs. soon.

Ft. William, Ont.—Two cars of wheat were derailed on the C. N. Ry. about 25 miles west of here.

Pilot Mound, Man.—W. H. Keenan, of Warren, Minn., has been appointed mgr. of the eltr. of the Ogilvie Milling Co.

Winnipeg, Man.—The grain inspected during the 11 months prior to Aug. 1 amounted to 37,493 cars of wheat, 1,769 cars of oats, 376 cars of barley, 288 cars of flaxseed and 2 cars of speltz; com-

pared with 37,496 cars of wheat, 1,059 cars of oats, 160 cars of barley, 534 cars of flaxseed and 2 cars of speltz for the corresponding months of 1903-4.

Shelburne, Ont.—The 2 eltrs. and warehouse of E. Bowick burned July 26. Loss, \$30,000; insurance, \$7,000 on grain and \$4,000 on buildings.

Strathcona, Alta.—The Brackman-Ker Milling Co. is building an 85,000-bu. grain tank. It is 100 ft. in height, 40 ft. in diameter and will cost \$20,000.

Carman, Man.—The accounts of the Carman Farmers Eltr. Co. show a deficit on last year's operation and its directors have decided to quit business.

Winnipeg, Man.—Good crops promise the greatest grain rush in the history of the Canadian Pacific Ry. A blockade is confidently expected, and the eltr. man who fills his house early will regret it.

Winnipeg, Man.—The annual meeting of the Northwest Grain Dealers Ass'n will be held about Aug. 18. Immediately after the meeting the members will leave on the annual excursion, spending a week traveling thru the wheat fields of Manitoba and the Northwest.

Winnipeg, Man.—It is said that an experiment in growing winter wheat in northern Manitoba will be conducted by A. J. Cotton, who has shipped a carload of Kansas red winter wheat into the Swan River Valley for distribution to the farmers.

Winnipeg, Man.—Hall & McNabb are said to be contemplating the erection of eltrs. and mills at Pincher Creek, Lacombe, Red Deer and High River, Alta. The firm asks a free site from the towns, a cash bonus of \$5,000 and exemption from taxes for 3 years.

Keewatin, Ont.—The Lake of the Woods Milling Co. has about completed the improvements in its plant. A large addition has been built to its eltr., increasing its capacity to 650,000 bus. The company is building 10 eltrs. this season, which will increase the total to 82.

Winnipeg, Man.—The Anchor Cereal Co., Ltd., incorporated, \$150,000 capital stock, to buy, sell, manufacture, clean, condition, store, insure and forward all kinds of cereals, grasses, manufactured and unmanufactured, and their products, and conduct a general storage and warehouse business, with headquarters at Winnipeg. Incorporators, Frank E. Hatch, Alma T. Hatch, Archibald Leitch, Angus J. Leitch and Malcolm Leitch, all of Oak Lake.

Winnipeg, Man.—The Western Canada Flour Mills Co. has let the contract for the construction of a grain storage and milling plant at the suburb of St. Boniface, to Jas. Stewart & Co. The plant will include the mill building, big warehouse, working eltr. and storage tanks, and will be situated with trackage on both the C. P. and C. N. Rys. The grain storage tanks will be of concrete in 2 rows, of 5 each, with a capacity of

nearly 500,000 bus. The tanks will be 24 ft. in diameter and 80 ft. high, and will be surmounted by a 50-ft. gallery to working house.

CHICAGO.

Memberships in the Board of Trade are selling for \$3,200.

H. T. Gubbins, a grain sampler for the past 25 years, died July 25.

A car of new flaxseed was received July 26 from Kansas. The seed was graded No. 1.

Creditors of Knight, Donnelly & Co., it is said, will receive 27 per cent in settlement.

C. A. Whyland's 5 years of suspension from the Board of Trade have expired, and he is visiting the floor.

Members of the Board of Trade are requested to report to John T. Sickel all discriminations against Chicago in grain rates.

Arthur S. Jackson has become a member of the firm of Jackson Bros. & Co. He is a son of W. S. Jackson, pres. of the Board of Trade.

The Alton and Illinois Central on Aug. 2 issued a new tariff to points in Illinois making a reduction of 12 to 22 per cent in the rates from Chicago.

Jacob Schreiner, Jr., has rejoined the firm of O. F. Lindman & Co., from which he had retired temporarily. His father, Jacob Schreiner, of St. Louis, is also a partner.

Hill & Hammond have succeeded Hill, Moran & Hammond. Robert H. Moran has withdrawn from the firm and will engage in a general brokerage and commission business.

Rock Island Eltr. B will be operated by the J. Rosenbaum Grain Co., and has been declared a regular house by the directors of the Board of Trade. Its capacity is 800,000 bus.

Henry C. Hardy, Jr., of New York, a member of the Board of Trade, filed a voluntary petition in bankruptcy, giving his liabilities as \$97,833.50. He has retired from the Board of Trade.

The intermarket agreement between the cash grain firms of Chicago and New York is being signed by all the old subscribers. No changes have been made in the agreement for the ensuing year.

Judge Bethea of the U. S. Circuit Court on Aug. 8 entered a final decree perpetually enjoining the Central Stock & Grain Exchange bucket-shop from using the Board of Trade quotations.

Grain received at Chicago from points on the Illinois Central Railroad shipped east via lake or lake and rail will be subject to the all rail earnings west of Chicago, says the Board of Trade transportation bureau.

The Interstate Eltr. Co. is installing 4 Monitor Aspirators and 12 to 15-h. p. electric motors in the Erie Eltr., and is building a stone wall around the house. This is the first eltr. in Chicago to have its machinery driven by electricity.

The city authorities are interfering with the installation of the restaurant under the Jackson street sidewalk of the Board of Trade bldg. in an attempt to collect \$776 rental. The city has no legal right to authorize the use of the streets for private purposes and can have no

right to collect rentals for such use. Its authority to stop such private use is being abused. Tho the money so collected is paid into the city treasury, it is simply a graft.

Jacob Williams, a member of the Board of Trade and pres. of the Williams Grain Co., died July 27 of heart failure, aged 63 years. Before coming to Chicago, 15 years ago, Mr. Williams had been engaged in the grain business for 15 years at Freeport, Ill.

The American Cereal Co. has leased the Indiana Eltr. from the Belt Ry. for a term of 5 years from July 20 at an annual rental of \$20,000. The eltr. has a capacity of 1,500,000 bus. and has been operated by the American Cereal Co. for the past 2 years.

The special committee to whom the directors of the Board of Trade referred the puts and calls petition has reported that the petition has been correctly presented under the rules, and the abolition of the penalty on privilege trading has been posted for ballot.

C. C. Wolf, cashier of the State Exchange Bank at Parkersburg, Ia., has brot suit for an injunction to restrain E. H. Prince, the bankrupt broker, and American Trust and Savings Bank, from prosecuting garnishment suits against him on a certificate of deposit for \$24,000, which he had indorsed to Prince as collateral to cover margins in grain and stock deals.

Effective Aug. 1, the Chicago & Eastern Illinois Railroad will make free delivery of all grain received via its line consigned to the following eltrs. in care of the Chicago, Rock Island & Pacific: South Chicago Eltr. "B," South Chicago "C," South Chicago "C" annex, Rock Island "A," Rock Island "B," Irondale Eltr., Peavey "A," Peavey "B," Oxford Eltr. Under this rule no charge will be made for switching or reconsignment on grain turned over to the Rock Island by the C. & E. I.

Chief Grain Inspector W. Scott Cowen has dismissed E. P. Fassett, who was drawing \$2,250 a year as cashier of the grain inspection department, in order to cut down expenses, and his work is being done temporarily by Chief Clerk Geo. N. Powell. It is believed that A. J. Lovejoy, formerly game warden, but now grain registrar, will be the next to be dismissed. Governor Deneen recently visited Chicago to confer with Chief Inspector Cowen and Warehouse Commissioner French.

Attorney James Munroe has given the directors of the Board of Trade an opinion that "members of the Chicago Board of Trade who solicit business in puts and calls to be executed either in the state of Illinois or in any other state not only violate the rules of the Board of Trade, but also the law of the state of Illinois." The directors have referred to a special committee the petition of more than 100 members for the abrogation of the penalty on trading in privileges.

A change in barley inspection rules will go into effect Aug. 25. The new rules of the state grain inspection department are: Feed Barley—Must test not less than 40 lbs. to the measured bushel, must be cool, reasonably sweet and reasonably free from other grains and seeds, and not be good enough for No. 4. The

grade known as No. 5 barley will be eliminated, and in its place a grade of rejected barley established. Rejected Barley—Shall include all barley which is badly damaged or from any cause unfit for malting purposes and not good enough to grade feed barley, except that barley which has been chemically treated shall not be graded at all.

Eastern lines have approved the through all-rail rates on coarse grain from Minneapolis to Atlantic seaboard and interior Eastern points as covered by Western roads. These rates are based on a differential of 6½¢ per 100 lbs. from Minneapolis over the local rate from Chicago. All trunk line territory is included, instead of New England territory only, as heretofore. These rates will be applicable also via Northern gateways, placing Chicago on an equality. Shipments made from Minneapolis via Chicago under these rates will be entitled to all transit privileges at Chicago accorded other Western grain, as per joint transit privilege circular No. 4 of April 11, 1903, and amendments thereto. To Buffalo-Pittsburg and points taking same rates: West of Chicago—50 per cent of through rate, proportional rate Minneapolis to Chicago as maximum. All other territory east of Buffalo-Pittsburg: West of Chicago—33 1-3 per cent of New York gross rate, proportional rate Minneapolis to Chicago as maximum.

IDAHO.

Weiser, Ida.—E. E. Record has succeeded N. F. Kimball.

Kendrick, Ida.—The new warehouse for the Kendrick-Rochdale Co. has been completed, and H. N. Nelson has been installed as local mgr. The building is built of corrugated iron, 40 x 120 x 30 ft., with fireproof roof and furnished with Fairbanks Scales.

ILLINOIS.

I. G. D. A. at Peoria second Tuesday of June, 1906.

Morris, Ill.—Thos. Phillips has sold his grain business.

Arthur, Ill.—Baker & Cahill will soon commence the erection of an eltr.

Fair Grange, Ill.—Wyeth & Hardin recently suffered a small loss by fire.

Lowder, Ill.—G. C. Harrison has purchased the eltr. formerly owned by Wm. W. Graff.

Lake City, Ill.—The Evans Eltr. Co., of Decatur, has built an addition to its eltr.

Clinton, Ill.—The 40,000-bu. eltr. for the Shellabarger Eltr. Co. has been completed.

Birdsbridge, Ill.—M. Truby & Son are tearing down their eltr. and expect to rebuild on the site.

McLean, Ill.—C. C. Aldrich & Son received recently in 1 day 107 loads of oats, or about 10,000 bus.

Ballard, Ill.—Lightning recently struck the eltr. of Kirkpatrick, Lackland & Co., and did nominal damage.

Fairbury, Ill.—The Shearer Grain Co. and N. B. Claudon & Son are building large additions to their eltrs.

Sheldon, Ill.—The eltr. of A. M. Eastburn, at Eastburn station, has been opened after being closed since last fall. N. L. Layer, who had charge of the house

4 years ago, is again in charge, but will reside in Watseka.

Mattoon, Ill.—W. D. Jones will install a Bowlus Automatic Weighing Machine. He is improving his eltr.

Gifford, Ill.—Bartlett, Frazier & Carington have repaired and repainted their eltr. W. T. Pierce is buyer.

Kappa, Ill.—Summers Bros., of Ambia, Ind., has purchased the plant of Drake & Mosser and have taken possession.

Seymour, Ill.—J. M. Mullin & Sons have improved their eltr., which will greatly facilitate the handling of grain.

Harristown, Ill.—Dudley J. Watson, a former grain and hay merchant of Assumption, died July 24 of paralysis, aged 64 years.

Lostant, Ill.—O. M. Kelley, of Dana, has purchased the eltrs. of Ream & Kelso, possession to be given Aug. 15.—H. C. Vollmer.

Lanesville, Ill.—The Mansfield-Ford Grain Co., of Illiopolis, has purchased the eltr. of Jacobsen, Beall & Co. and will operate it.

Bethany, Ill.—A. U. S. Sheller will be installed in the eltr. being built for H. R. Scott by the Burrell Engineering & Construction Co.

Longbranch, Ill.—The local branch of the National Farmers Exchange has purchased the eltr. of the Smith-Hippen Co., instead of building, as was first reported.

Douglas, Ill.—J. E. Potter has let the contract for the erection of an eltr. to be completed in September. It will have greater capacity than the one recently burned.

Springfield, Ill.—The Western Grain & Eltr. Co., incorporated at Huron, S. D., with \$500,000 capital stock, has been incorporated under Illinois laws with \$2,500 capital stock.

Edinburg, Ill.—The farmers are organizing an eltr. company and are preparing to build an eltr., which is expected to be ready to handle the coming crop. Geo. Drennan is interested.

Prentice, Ill.—John W. Moore, who is employed at the eltr. of Hubbs, Lewis & Beggs, had his right hand badly crushed in the machinery July 27 and the thumb was cut entirely off.

Paris, Ill.—The eltr. of C. H. Wade is to be torn down by the Big Four to make room for the new switches to be placed in the freight yards. This eltr. was erected over 40 years ago.

Grand Ridge, Ill.—The 35,000-bu. eltr. for the Atlas Grain Co. has been completed by the Burrell Engineering & Construction Co., giving the firm 2 houses at this point. R. A. Center is agt.

St. Anne, Ill.—The 70,000-bu. eltr. for the Siever-Tegge Grain Co. has been completed. Steam and gasoline power will both be used, the eltr. being so arranged that either or both can be used.

Chenoa, Ill.—Kirkpatrick, Lackland & Co. will tear down their present eltr. and will erect on the site a large modern eltr. The new structure will be 10 ft. in the ground and 80 ft. high, the roof to be of slate.

Assumption, Ill.—Elijah Walker, senior member of the firm of Walker & Mitchell, died suddenly July 23, from a stroke of apoplexy, aged 62 years. Mr. Walker was one of the best known grain men in central Illinois.

Wellington, Ill.—John Wright, of Bloomington, has purchased the eltr. and business which Funk & Siebens recently traded to E. C. Baughman for 670 acres of land in Wayne county. Mr. Wright will remove his family to Wellington and continue the business.

Sterling, Ill.—Harrison Bros. will install a large feed mill to grind ear corn, both cob and corn, and will use their roller mill for grinding all kinds of small grain, from shelled corn to wheat, for feed. A 30-h. p. gasoline engine will be installed to run in connection with the 10-h. p. gasoline engine now in use.

Orleans, Ill.—The eltr. of Hubbs, Lewis & Beggs, which burned recently, contained about 8,000 bus. of grain, valued at \$5,000 and insured for \$3,000. A Toledo firm has purchased the damaged grain, which amounted to 10 car loads, and the salvage will nearly cover the loss on the grain. Hubbs, Lewis & Beggs have plans under way for the rebuilding of the eltr. and expect to have it in operation in 60 days.

Peoria, Ill.—Four boy grain thieves, members of an organized gang, were captured by the police on the morning of July 26. In one place nearly a carload of stolen grain was discovered. The grain has been taken chiefly from loaded cars on the Iowa Central Railroad. The boys have been systematically stealing under the direction of an older Fagin. The thefts from grain cars have been going on for some time.

Etna, Ill.—Thos. Ferguson has brot suit against the Illinois Central and Grand Trunk roads to recover the value of a car of corn sold to Buffalo, but lost in transit. Mr. Ferguson asked the local agent of the Illinois Central to bill the car via the Lake Shore & Michigan Southern from Chicago, but the agent billed it over the Grand Trunk. No one claimed the grain, and it was sold by the road. Mr. Ferguson asks \$750 damages.

Lincoln, Ill.—F. J. Wright, formerly of Minneapolis, has purchased for \$20,000 the interest of J. C. Diffenderfer in the Lincoln Grain Co., which operates eltrs. at Lincoln, Lawndale and Broadwell. Mr. Wright formerly operated a line of eltrs. from Minneapolis and at one time was in business in Nebraska. Mr. Diffenderfer is contemplating removing to Philadelphia, Pa., or vicinity. Jas. W. Gordon, of the Gordon Mill & Grain Co., was married recently in Chicago, to Miss Bertha M. Fuller, also of Lincoln.

INDIANA.

McCrawsville, Ind.—Willis Lavengood is an irregular dealer.

Grasscreek, Ind.—John W. Maroney is a scooper and is not entitled to bids.

Waterloo, Ind.—The eltr. for D. L. Leas has been completed and is now in operation.

Westport, Ind.—Frank Tyner, of Burnsville, has purchased the eltr. of Bert A. Shafer.

Markle, Ind.—J. O. Hérron is a scooper. He has no facilities whatever except a scale.

Frankfort, Ind.—J. T. Sims has purchased the eltr. of W. T. McBride, and has taken possession.

Millgrove, Ind.—Bantz & Racer are attempting to do a scoop shovel business and are not entitled to bids.

Goodland, Ind.—H. Murray & Co. have exchanged their eltr. at New Waverly for the Goodland Eltr. of Rich Bros.

Monticello, Ind.—Wm. Donlin, of Delphi, has leased the eltr. of Lowe & Son for 5 years, taking possession July 26.

Arcola, Ind.—D. G. McFadden, formerly of D. G. McFadden & Co., has removed with his family to Ridgeville.

Richmond, Ind.—Wm. A. Goings, of Cambridge City, has purchased the property of the Richmond Eltr. & Milling Co.

Idaville, Ind.—The 20,000-bu. eltr. for the Loughry Bros. Milling & Grain Co., of Monticello, has been nearly completed.

Hobbs, Ind.—Glasscock & Co. are farmers and are not entitled to bids, altho they represent themselves as owning eltrs.

Milan, Ind.—Law Bros. have purchased the grain and feed eltrs. of Chris Heim-sath. E. H. Shockley will use them hereafter to store wheat.

Farmland, Ind.—Willard Thornburg is attempting to do a scoop shovel business. He is not in the grain business and is not entitled to bids.

Battleground, Ind.—The Crabbs-Reynolds-Taylor Co., of Lafayette, has purchased for \$4,000 the 20,000-bu. eltr. of J. F. Pearson, which it has been operating since Dec. 1.

Clymers, Ind.—A fire was discovered in the eltr. of H. G. Reed & Co. recently, but was put out before doing much damage, altho at one time it threatened to destroy the building.

Hammond, Ind.—The Western Grain & Produce Co. is rebuilding its plant at West Hammond which burned July 7. The capacity will be 4 times that of the former plant.

Berne, Ind.—The Berne Grain & Hay Co. has let the contract for the erection of a warehouse to replace the house burned Feb. 16. The offices of the company will occupy a portion of the building.

Montmorenci, Ind.—The Taylor Grain Co. is installing 2 Safety Platform Wagon Dumps bot of the B. S. Constant Co. The capacity of the eltr. has been increased to 55,000 bus., and it is expected to be fully completed by Sept. 1.

Evansville, Ind.—Wm. H. Small & Co., recently incorporated with \$200,000 capital stock, contemplate purchasing a site near the L. & N. terminals and building a warehouse and store. They will continue business at their present office.

Lima, Ind.—W. G. Sweitzer has purchased an interest in the grain business of F. M. Smith, and the business will be continued under the firm name of Smith & Sweitzer. The firm will operate both eltrs., each of the firm having charge of an eltr.

Crawfordsville, Ind.—Albert King has purchased the Big Four Eltr. from Gray Bros., but the business will be continued as the Crawfordsville Coal & Grain Co., as heretofore. This is Mr. King's first venture in the eltr. business. Gray Bros. will remain with the new owner for about 2 months, when they expect to locate in the west.

Indianapolis, Ind.—Carlos F. Shepard, one of the oldest members of the Indianapolis Board of Trade, died July 23, after a long illness of Bright's disease with complications, aged 67 years. Mr. Shepard was born in McConnellsville, Pa.,

where he was in the flour milling business for many years. He came to Indianapolis in 1875 and took a position with R. S. Foster & Co., afterward buying grain thru Indiana and Illinois.

La Grange, Ind.—Leon Rose has purchased the Smith Eltr., which has been idle for almost a year, and has turned it over to Wm. C. Hawk, formerly a miller at Mongo, who will operate it. The house has an 8-h. p. gas engine, but no way of loading oats except by hand.

Indianapolis, Ind.—The Board of Trade has amended its articles of incorporation to make it possible to lease the proposed site for the new building at Ohio and Meridian streets. One of the amendments provides that on the death of a member \$1,000 shall be paid to his heirs, the assessments not to exceed \$2. The Board will issue \$400,000 capital stock, and as soon as the preferred stock is placed work on the new building will begin.

Phillips, Ind.—The Metzger-Hill Co., of Cincinnati, seems to be desirous of receiving business from scoopers. They are writing to the station agents of the railroad companies as follows: "We desire to ascertain the names of hay and grain shippers at your place or in your vicinity who ship hay and grain in car-load lots. We desire to open up correspondence with them with a view of obtaining their business. Will you kindly give us the names on the enclosed postal card, mailing same to us." Why not use the Ass'n list?

IOWA.

Rudd, Ia.—The Hunting Eltr. Co. will build an eltr.

Henderson, Ia.—W. H. Harbor has succeeded C. E. Irwin.

Manchester, Ia.—Keyser Bros. have succeeded Turner & Fraser.

Mediapolis, Ia.—C. E. Stephenson & Co. have sold their mill and eltr.

Palmer, Ia.—Bowen & Regur have installed new loading spouts in their eltr.

Thor, Ia.—Niel Hanson has purchased an interest in the Thor Lumber & Grain Co.

Modale, Ia.—The 50,000-bu. eltr. for J. H. Hamilton & Co. has been completed.

Sioux City, Ia.—Daniel Sumner, a pioneer grain dealer of Iowa, died here recently.

Harlan, Ia.—The Trans-Mississippi Grain Co. has installed a new steel direct loading spout.

Guthrie Center, Ia.—E. W. Miller has purchased the eltr. of the Chicago Grain & Eltr. Co.

Elkhart, Ia.—The eltr. of the Western Eltr. Co. was struck by lightning recently and burned.

Audubon, Ia.—The Farmers Eltr. Co. incorporated, \$15,000 capital stock. Incorporators, Wm. Gartner, and others.

Sergeants Bluffs, Ia.—The Trans-Mississippi Grain Co. contemplates tearing down its eltr. and rebuilding on the site.

Oxford, Ia.—E. D. Jones has purchased for \$1,000 the eltr. recently bot by J. F. Hill from the Chicago Grain & Eltr. Co.

Avoca, Ia.—The grain eltr. of Fred Tanke burned July 28. It was full of grain and the loss will be total. The fire

was of incendiary origin, as oil waste was used in starting the blaze under a chute. Loss about \$10,000.

Fairfield, Ia.—Geo. D. Henry and Ralph Lamson have purchased the Rock Island Eltr. and will open it at once for business.

The Grain Dealers Union of Southwest Iowa and Northwest Missouri held a meeting at Council Bluffs, Ia., July 27. About 30 dealers were present.

Truesdale, Ia.—Ole Warren, who has been buying grain for the Skewis-Moen Co. at Org, Minn., will buy grain for the company at this point this season.

Alvord, Ia.—F. W. Stokes, formerly grain buyer for the Skewis-Moen Co. at Wessington Springs, S. D., is now mgr. and grain buyer for the Farmers Eltr. Co.

Ottosen, Ia.—The Farmers Co-operative Society has purchased the eltr. of E. G. Simpson & Co., of Iowa Falls, and has taken possession, with A. L. Severson as mgr.

Kensett, Ia.—The Farmers Eltr. Co. had a loss of about \$20,000; but about \$16,000 of this loss was made good by the manager, who lost the value of one of the finest farms in that country.

Blue Grass, Ia.—The D. Rothschild Grain Co., of Davenport, has let the contract for the erection of eltrs. at Blue Grass and Mt. Joy. Chris Kautz will take charge of the eltr. at Blue Grass.

St. Anthony, Ia.—W. H. Stipp has purchased for \$3,000 the eltr. of the Marshall Eltr. Co., of Des Moines, and took possession Aug. 1. This gives Mr. Stipp control of both the eltrs. at this point.

Mapleton, Ia.—Wm. H. Spotts, the grain dealer of Battle Creek, has purchased the eltr. of Rohwer & Putzier. This eltr. has been closed for the past 2 years. Wm. Spotts, Jr., will have charge of the business.

Dayton, Ia.—The Dayton Farmers Eltr. Co., incorporated, \$15,000 capital stock, to buy grain and live stock and do a general merchandise business. An eltr. will be built. A. L. Leonard is pres. and C. E. Snoquist secy.

Marshalltown, Ia.—A. L. Cox, who has been mgr. of the local eltr. for the Marshall Eltr. Co. ever since its organization, has been appointed superintendent of the company's line of eltrs. on the Story City branch of the Iowa Central Ry.

Wesley, Ia.—The Kunz Grain Co. has been organized with \$50,000 capital, to do a general grain business and operate a line of eltrs. with headquarters at Wesley. Julius Kunz is pres. and Henry Kunz secy. and treas. They were formerly connected with the Wesley Eltr. Co.

Kirkman, Ia.—A fire, caused by spontaneous combustion, was discovered recently in the coal room of the eltr. of the Trans-Mississippi Grain Co. It was found impossible to put the fire out with water and to tons of coal were shoveled out of the eltr. before the blaze was completely extinguished.

Council Bluffs, Ia.—Work is again progressing finely on the 1,000,000-bu. eltr. for the Trans-Mississippi Grain Co. The eltr. will comprise 8 tanks of 100,000 bu. each, while the main building will have capacity for over 200,000 bu. besides the machinery. A central power plant will operate the plant.

Cedar Rapids, Ia.—Schillinger Bros. have brot suit against the Bosch-Ryan Grain Co. under the contract made Apr. 25 for the erection of a grain storage eltr., concrete and steel working house, malt house and kiln house, asking for \$20,000 on account of work done, the walls having been erected to a height of 15 ft. Under the contract there was due at the time \$12,000, but the defendant paid only \$5,000, refusing to pay the balance. On account of the refusal to pay Schillinger Bros. discontinued work July 8. In its answer the Bosch-Ryan Grain Co. alleges that the work has not been first class, that the material used is not of the kind and quality called for in the contract, that plaintiff discontinued work in violation of the terms of the contract, and that the defendant has sustained damages to the amount of \$50,000.

KANSAS

Clay Center, Kan.—Geo. Hanna is building an eltr.

Zenda, Kan.—The eltr. for E. E. Baird will soon be completed.

Wright, Kan.—Earl Smith is managing the eltr. for the Rock Grain Co.

Damar, Kan.—The A. J. Poor Grain Co. is building a 15,000-bu. eltr.

Lewis, Kan.—W. H. Israel has taken charge of the eltr. for the Kansas Grain Co.

Dexter, Kan.—Smith, Klock & Co., of Hennessey, Okla., are building a 20,000-bu. eltr.

Chapman, Kan.—A farmers eltr. company is being organized and an eltr. will be built.

Larned, Kan.—Eb. Row has been chosen mgr. for the Pawnee County Grain & Supply Co.

Hays, Kan.—An eltr. is contemplated for Hays by the Farmers Co-operative Eltr. Co.

Gardner, Kan.—W. H. Fluke, formerly of Astoria, Ill., will build an eltr. and feed mill and expects to be ready to handle the corn crop.

Gorham, Kan.—J. A. Mervis has been hired as mgr. of the new eltr. of the Farmers Co-operative Eltr. Co.

Coates, Kan.—J. J. Jenkins is building an eltr. The machinery will be furnished by the Kingsland-Kay-Cook Mfg. Co.

Voda, Kan.—Henry Bowman is building an eltr. The Kingsland-Kay-Cook Mfg. Co. will furnish the machinery.

Athchison, Kan.—The Antle-Linley Grain Co. has leased Eltr. B of the Hall-Baker Grain Co. and has taken possession.

Great Bend, Kan.—Moses Bros. have brot suit for \$148 against the Santa Fe Ry., for alleged shortages in shipments of wheat.

Kiowa, Kan.—Will Gamble, for some time mgr. for O'Neil, Kauffman & Pettit, has accepted a position with T. V. Brown in his new eltr.

Wichita, Kan.—The C. B. Gaunt Grain Co. will have the repairs on its plant completed by Aug. 14, when it is expected that it will be in operation.

Alton, Kan.—The F. W. Gaunt Grain Co. incorporated, \$40,000 capital stock, to engage in the grain business at Athchison, Alton and Kirwin, with headquarters at Alton. F. W. Gaunt, of the firm, is a

brother of C. B. Gaunt, of the C. B. Gaunt Grain Co., but the firms have no connection whatever.

Arkansas City, Kan.—A \$10,000 eltr. is contemplated for Arkansas City. It is to be used for cleaning wheat in transit. H. F. Probst is interested.

Elwood, Kan.—The Harroun Eltr. Co. will rebuild its eltr., which was damaged May 9 during a tornado, as soon as the insurance claims are paid.

Ottawa, Kan.—The eltr. for the Williams-Wilson Grain Co. is all completed except for the installing of the power plant, which has been delayed.

Topeka, Kan.—E. J. Smiley, secy. of the Kansas Grain Dealers Ass'n, returned from the La Crosse jail Aug. 1, after completing his term of imprisonment.

Wichita, Kan.—The preliminary hearing of W. H. Burke, the alleged grain swindler charged with forging B-L's, was held July 25. He was held to the district court.

Kansas City, Kan.—Chas. Curtis, of Girard, has been appointed assistant weighmaster at the state grain office, to succeed Fred Peterson, who held the position for 6 years.

Ellinwood, Kan.—Max Moore has resigned his position with the Ellinwood Grain & Supply Co. and has accepted a position to travel for the Moses Bros. Grain Co., of Great Bend.

Wichita, Kan.—The Capital Grain Co., of Guthrie, Okla., has brot suit against Hannington & Binkley to recover \$230 on a contract for the shipment of 3 cars of wheat from Lahoma, Okla.

The Kansas state board of railroad commissioners contemplates bringing suit against the railroads to compel a reduction of rates within the state to the same level as in adjoining states.

White Cloud, Kan.—While at work on the new dump which is being put in at the eltr. of John Lynds, Don Moore was buried under a cave in and had to be dug out by the other workmen.

Robinson, Kan.—The eltr. for Kelley & Baker has been nearly completed. An "opening" will be held when the house is completed and it is planned to distribute souvenirs of some kind and a barrel of lemonade will be on tap.

Athchison, Kan.—Edgar Johnson, who has been in the grain business at Everest for a number of years, will travel for the Washer Grain Co. The Washer Grain Co. is building an 18x24x40-ft. eltr.

Sharon, Kan.—The eltr. for the Alva Roller Mills has been completed by M. J. Travis, who had the contract for the house and machinery. A 4-h. p. Witte Gasoline Engine will furnish the power.

Marietta, Kan.—The Farmers Eltr. Co. has decided to rebuild its eltr. which burned June 5. A committee has been appointed to draft an outline of the house wanted and employ an architect to furnish plans and specifications.

Junction City, Kan.—The Hogan Milling Co., recently organized, will build a 50,000-bu. eltr. and a 500-barrel mill. A 200-h.p. steam plant will be installed. Tracks will be laid to both the mill and eltr. from the U. P. Ry.

Wichita, Kan.—The Whiting-Finn Grain Co. has been organized to do a wholesale grain business. The firm is

composed of J. J. Whiting and G. L. Hosford, of Wichita, and Wm. Finn, of Sedgwick. Mr. Finn will continue his grain business at Sedgwick.

Wichita, Kan.—The Gorvin Flour & Grain Co. has been organized to do a wholesale flour, grain and grain products business. The firm commenced business Aug. 1. E. Gorvin, the mgr., has been connected with the American Grain & Flour Co. for the past 2 years.

Muscotah, Kan.—L. Cortelyou for the second time in a few months has suffered a bereavement in his family. His son, Stelle Cortelyou, who had entered the employment of the Isthmian Canal Commission as stenographer, died at Panama of the yellow fever, July 28, aged 22 years. His many friends in the grain trade extend to Mr. Cortelyou and his family their deep sympathy.

Topeka, Kan.—While it is too late for this coming fall's sowing F. D. Coburn, secy. of the state board of agri., is insistent that it is exceedingly desirable that interested parties early take the necessary steps to import a cargo of seed direct from the Crimea in time for the sowing in the fall of 1906. An infusion of new seed would do much to prevent possible deterioration and maintain the high average that has given Kansas wheats and flours their high rank.

KENTUCKY.

Petersburg, Ky.—F. M. Morgan has purchased the Boone County Roller Mills. He will build a 200,000-bu. eltr.

Hodgenville, Ky.—The concrete grain eltr. pictured on page 99 of July 25th number of the Journal, contains stands of eltrs. straddling one of the partition walls and extending from the basement to the cupola. The partition walls are 6 inches thick, of concrete.

LOUISIANA.

New Orleans, La.—The first shipment of new crop rice was received July 27 by Stewart Bros., from Abbeville, La.

Crowley, La.—Brooks & Clark, Ltd., incorporated, \$35,000 capital stock, to do a grain and feed business. G. B. Brooks, pres.; W. E. Ellis, vice-pres.; L. H. Clark, secy. and treas.

New Orleans, La.—No wheat nor corn was exported from New Orleans during July, reports W. L. Richeson, chief grain inspector of the Board of Trade. Neither was any grain exported during July, 1904.

New Orleans, La.—The recommendation of the grain committee that the grain inspection fee be increased has been approved by the directors of the Board of Trade, and since Aug. 1 the fee has been 50 cents per car instead of 40 cents. The directors adopted resolutions favoring reciprocity treaties.

New Orleans, La.—Andrew Doyle, who has been identified with the grain trade of New Orleans for many years, was found dead on the morning of July 23. He became interested in the grain business about 20 years ago when he went with T. J. Stanton. At the time of his death he was in the employ of A. F. Leonhardt. He was but 45 years of age.

New Orleans, La.—A reduction in rates on rice was announced by the Louisiana railroad commission July 11 in compliance with the request of the New Orleans Board of Trade. New Orleans is given a reduction of four cents per 100 pounds

on rice in the rough and seven cents on clean rice over the main line of the Southern Pacific and within the maximum distance of 125 miles. The reduction over the several branch lines of that road, except over the Laccasine branch, will amount to seven cents on rough rice and ten cents on clean rice.

Crowley, La.—At the recent annual meeting of the American Rice Brokerage Co. the following board of directors was elected: W. W. Duson, P. S. Lovell, J. Frankel, J. L. Wright, M. Abbott, W. E. Ellis, Dan Blum, John Green, W. H. Hunter, Jr., C. J. Freeland, P. B. Lang, J. A. Sabatier and W. E. Lawson. The officers for the ensuing year are: M. Abbott, pres.; John Green, first vice-pres.; J. Frankel, second vice-pres.; W. E. Ellis, treas.; J. L. Wright, secy. Several new mills are expected to come into the company during the coming year.

MARYLAND.

Baltimore proposes to lead other Atlantic ports and install driers in time to handle the new crop safely and advantageously.

Baltimore, Md.—The Cover Supply Co. incorporated, \$20,000 capital stock, to deal in grain, seeds and cereals. Incorporators, Albert D. Cover, Emil C. Mantz, Amelia Cover, Maria Mantz and Benj. S. Cover, Jr.

Baltimore, Md.—The floating eltr. of the Swain Eltr. Co. sprung a leak July 29 while docked. No wheat was in the eltr. and the only damage was to the machinery and deck, which had to be cut away to allow the pumps to be placed in the hold. Damage amounted to about \$800.

MICHIGAN.

Sturgis, Mich.—The L. S. & M. S. Eltr. is being improved.

Waldron, Mich.—Smith & Hadley have succeeded W. D. Hadley.

Leslie, Mich.—E. W. Potter has succeeded D. C. Morea as mgr. of the eltr. of McLaughlin & Ward.

Sturgis, Mich.—Willard Walter has improved his eltr. at Sturgis, Klingsers Lake and Findley.

Ithaca, Mich.—B. F. McCall has sold his interest in the Nelson Grain Co. to Mr. Nelson, who will continue the business.

Deford, Mich.—Jos. Frutchey has succeeded Bruce & Noble in the grain and produce business. He is remodeling the warehouse into a large and well equipped eltr.

Clare, Mich.—The Burch-Wyman Grain Co. incorporated, \$10,000 capital stock, to do a general business. H. H. Carr, of Saginaw, is pres.; J. Wyman, vice-pres.; M. Burch, secy., treas. and mgr.

Monroe, Mich.—Amendt & Co. incorporated recently with \$50,000 capital stock and will build a milling plant on a site which they have purchased on the L. S. & M. S. right of way. Eltrs. will be built at stations adjacent to Monroe.

MINNEAPOLIS.

The Cereal Produce Co. incorporated, \$70,000 capital stock.

The American Cereal Co. will discontinue its feed business at Minneapolis. C. C. Frazier, who has been looking after

this trade, has made no decision as to his future.

The addition of 2 more stories to the Chamber of Commerce bldg. is talked of.

The Gee Grain Co. will build an iron-clad addition to its eltr. It will cost \$5,500.

A party of grain men headed by P. B. Smith will leave Minneapolis on a special train Aug. 13 for a tour of the wheat belts of Minnesota and North Dakota.

The first car of new barley was received at Minneapolis July 28 from Northfield, Minn., and was sold by the Calumet Eltr. Co. to Eli Bernays at 41 cents. The grade was No. 4.

The Chamber of Commerce directors on July 18 ruled it to be a violation of the rules of the Chamber for a member to have any connection with or to accept any trades from anyone connected with a bucket-shop.

Judge Simpson on Aug. 1 denied the Edwards-Wood Co. the injunction to restrain the Chamber of Commerce from evicting the concern from the Chamber of Commerce bldg. The Chamber of Commerce has decided not to permit bucket-shops to occupy offices in its building.

The directors of the Chamber of Commerce have voted to petition the government to discontinue the monthly crop reports in favor of one issued annually; or if the monthly report be continued, to give it out in the morning, so that American traders can use it before the foreign exchanges.

With the Coe Commission Co. dead and the Edwards-Wood Co. on its last legs, the Chamber of Commerce is getting after the smaller bucketshops. The Chamber has brot suit against the J. E. Wells Co. for an order of court restraining the fraudulent use of Chamber of Commerce quotations. The company is composed of John E. Wells, John E. Grimes and Sumner S. Johnson, who have been running the bucket-shop at 200 Third street S.

The Chamber of Commerce has brot suit against the Edwards-Wood Co. enjoining the defendant from continuing to wrongfully and surreptitiously obtain the market quotations. Among the depositions filed was that of A. D. Bradley, who stated that the Western Union Telegraph Co., of which he is asst. supt., is not furnishing the quotations to defendant; Wm. Wixson, who saw the quotations on the defendant's blackboard at St. Paul; O. L. Nelson, who saw the quotations in defendant's office at Willmar, Minn.; Jas. H. Walsh, reporter on the floor of the exchange, who compared the quotations observed by Wixson and Nelson and found them identical; and Geo. D. Rogers, secy. of the Chamber, who deposed that the Chamber of Commerce has been the greatest factor in building up the greatest primary wheat market in the world. Its information is collected and distributed at a cost of \$12,000 a year, for the exclusive use of itself and of its members. That the defendant is not now nor ever has been a member of the plaintiff corporation, does not possess the rights of trading members and is not entitled to use the quotations of the plaintiff.

MINNEAPOLIS LETTER.

The new firm of Smith-McEnary Co. has many friends and has so far been very successful.

Chas. Stevers, former cash grain mar

of Edwards-Wood Co., is now engaged with the Minnesota Grain Co.

F. Simmons has severed his connection with the Hoyt Grain Co. and has engaged with Carter, Sammis & Co.

The offices of the Edwards-Wood Co. are now occupied by the branch of Hurlburt, Warren & Chandler of Chicago.

The barley business is expected to be larger this year than ever before. Good barley men are in demand and a number of firms are making efforts to secure desirable men in Milwaukee and Chicago, where the barley salesmen all have a reputation.

A number of firms have changed offices and are moving around. Both the old and new Chamber of Commerce buildings are crowded and the Corn Exchange and the Flour Exchange are getting back some of their old tenants. The Spencer Grain Co. is back in the Corn Exchange.

Ely Bernays of New York, exporter, has been here for some time and according to his visitor's ticket he expected to be here until Sept. 1. He has been a very large buyer of feed barley on the floor thru the Calumet Grain Co. He may establish a branch office in Minneapolis to conduct all his own buying.

L. T. Jamme has taken charge of his office which Mr. McEnary turned over to him a few days ago. It is commonly gossiped around the floor that Mr. Jamme's salary is \$5,000 a year, which was the salary he received before he was appointed asst. sec. Mr. Jamme is well known as an experienced railroad man, and it is expected he will make a good showing in traffic matters for the Chamber.

All the employees of the Chamber have been provided with yellow tickets which they are required to show at the door of the trading room during session hours. An amusing incident in this connection is that the door keeper himself was given a ticket, but he is at a loss about it and does not know to whom to show it. As he himself does the putting out, he has not been called upon yet by anyone to show his ticket as it would hardly be expected that he would kick himself out in case he left it home.

One of the new firms which will start business within a few days is the Seidel Grain Co., composed of Frank Seidel and eastern malt interests. It is quite significant for the Minneapolis barley market that this firm has chosen this place for operation. The firm will make a business of buying barley and rye for eastern rye and barley malt manufacturers. Mr. Seidel is a practical maltster and understands brewing and distilling and as the interests which his company will buy for are extensive, the business of the company will undoubtedly be voluminous. The company does not intend to incorporate.

Over one-half million bushels of oats have been shipped from here to Manitowoc during the past few weeks which has caused considerable wondering and speculation by the trade. The grain was shipped there by the Northern Grain Co. of Manitowoc and is being shipped from that place by water to Buffalo. Altho there are reasons that are best known to themselves, large firms do queer things and this is one of the queerest as the rate from here to Buffalo was $2\frac{1}{4}$ cents a bu. lake and rail via Gladstone, while counting in the elevation at Manitowoc the

rate via the Manitowoc route is twice as high. It is thought that the transit on ex-Minneapolis oats is what was wanted more than anything else.

Some weeks ago the W. C. Ry. gave notice of a proposed $7\frac{1}{2}$ ct. rate on wheat from here to Milwaukee and Chicago as well as Manitowoc, but owing to the protest raised by the Minneapolis millers and the other roads, the publication of the tariff was suspended. The company was prompted in making that rate by the transit privileges given by the other roads which in effect means a $7\frac{1}{2}$ cent rate to the buyers at those points and so the business is forced over the other lines. Aside from this there is free use being made of the transit given by Pacific coast wheat which is $7\frac{1}{2}$ the proportion from here to either of the above mentioned markets. The Milwaukee millers have recently seen an opportunity to show their very sharp sense of business. A number of cars were shipped from here to commission houses in Milwaukee which were sold to the millers. Those consignments were billed out on the eastern proportion $7\frac{1}{2}$ cents and the shippers here expected that rate to apply. When the returns came back however it was discovered that the miller in Milwaukee had the expense-bills raised to 10 cents so as to get the tonnage into the milling in transit account which was certainly sharp and very proper. The accounts however showed that the miller instead of deducting only $7\frac{1}{2}$ cents per hundred for freight from the invoice, he deducted 10 cents. The shippers made claim on the railroads for refund on account of overcharge when it developed that the commission men in Milwaukee were not awake to the situation and permitted those deductions unwittingly. The gain to the miller was 5 cents a hundred as they got a refund of $2\frac{1}{2}$ cents twice instead of once, once from the Ry. and once from the shipper, which, however, they made good later so the shipper was not required to suffer a loss of $2\frac{1}{2}$ cts.—Minn.

MINNESOTA.

Bethany, Minn.—The Western Eltr. Co. is building an eltr.

Alvarado, Minn.—The Spaulding Eltr. Co., of Warren, is building an eltr.

Lanesboro, Minn.—Jas. O'Hara is building an eltr. south of Lanesboro.

Theilman, Minn.—The R. E. Jones Co., of Wabasha, is building an eltr.

Bird Island, Minn.—The Farmers Eltr. Co. has commenced work on its eltr.

Monterey, Minn.—The Farmers Eltr. Co. has purchased the eltr. of H. J. Ries.

Org, Minn.—The eltr. of the Skewis-Moen Co. will remain closed this season.

Morgan, Minn.—The Eagle Roller Mill Co. is remodeling its eltr. W. L. Peavey is agt.

Vesta, Minn.—The Farmers Eltr. Co. has purchased the eltr. of the Western Eltr. Co.

Welcome, Minn.—Jas Gillett has taken charge of the eltr. for the Nye-Schneider-Fowler Co.

Duluth, Minn.—The Duluth Board of Trade has appointed H. B. Moore chief weighmaster.

Kimbree, Minn.—Chas. Davis, of Lewiston, has taken charge of the eltr. for Skewis Bros.

Fairmont, Minn.—E. C. Stowe has sold his interest in the Wohlheter Eltr.

Co. for \$14,000. Mr. Stowe contemplates selling other property here and going west this fall.

Plato, Minn.—The Plato Milling Co. has installed 2 improved Hall Distributors in its eltr.

Maynard, Minn.—The Northwestern Eltr. Co. will rebuild its eltr. which burned recently.

Delavan, Minn.—It is reported that W. M. Adams has purchased the eltr. of the S. Y. Hyde Eltr. Co.

Fergus Falls, Minn.—The Ball Eltr. Co., of Minneapolis, has purchased the eltr. of J. A. Sherwin.

Winona, Minn.—J. C. Hensey, of the Milwaukee Eltr. Co., has leased an office in the Exchange building.

Castlerock, Minn.—Jas. A. Campbell is installing new dump scales and is making several alterations in his eltr.

Elko, Minn.—Queen, Bennett & Co. have purchased the eltr. of the S. Y. Hyde Eltr. Co., taking possession Aug. 1.

Hastings, Minn.—The Farmers Co-operative Eltr. Co. has purchased for \$6,500 the eltr. of the Miller Eltr. Co.

Lakefield, Minn.—M. McGlin, of McGlin Bros., has rented a residence and will soon move here with his family.

Duluth, Minn.—E. H. Pugh, a member of the retiring board of grain appeals, will establish a grain sampling bureau.

Renville, Minn.—Hoffman & Haen have started work on their eltr. and expect to have it ready to handle the new crop.

Clara City, Minn.—The New London Milling Co. has equipped its eltrs. at Clara City, Holland and Raymond with improved Hall Distributors.

Winona, Minn.—W. H. Richardson, formerly with the American Malting Co., has gone with the Western Eltr. Co. as traveling superintendent.

Duluth, Minn.—Martin L. Jenks recently bot a membership in the Board of Trade for \$2,100 for the Loomis-Johnson-Lee Co., of Minneapolis.

Owatonna, Minn.—A. M. Schuette, mgr. for G. W. Van Dusen & Co. at Marshall, has leased the eltr. of J. E. Danielson, who has removed to Red Wing.

Red Wing, Minn.—J. E. Danielson, formerly of Owatonna, has engaged in the grain business at this point with J. M. Danielson, the firm to be known as J. E. Danielson & Co.

Duluth, Minn.—E. L. Welch, of Minneapolis, will open an office in Duluth. Guy Warren, who represented Wm. Dalrymple for several years on the Board of Trade, will have charge.

Milan, Minn.—The Milan Co-operative Farmers Eltr. Co., which has been negotiating with the Railroad and Warehouse Commission for a site for its eltr., has been unsuccessful.

Duluth, Minn.—Jack Lamb, of the firm of Lamb, McGregor & Co., Minneapolis, has established an office in the Board of Trade building to engage in the grain commission business.

St. Paul, Minn.—It is hoped that the telegraphers' strike will be settled before the heavy movement of wheat begins. Trains are moving on the Northern Pacific and Great Northern.

Pipestone, Minn.—The New London Milling Co., of New London, is building

an eltr. at a new town on the G. N. Ry. 3 miles northeast of Pipestone. No name has been given to the town.

Goodhue, Minn.—The Goodhue Eltr. & Mercantile Ass'n incorporated, \$10,000 capital stock. Incorporators, J. H. Nibbe, M. C. Morgan, T. W. Lolly, and others. A 15,000-bu. eltr. will be built.

Windom, Minn.—Local storekeepers have joined to lease the old McGregor Eltr. and will buy grain in competition with the regular dealers. About \$400 has been subscribed to pay the expenses.

Hatfield, Minn.—The Hatfield Farmers Eltr. Ass'n has been organized and has purchased for \$2,700 the eltr. of the late John Haubrich, which the new owners will put into shape to handle this year's crop.

Neilsville, Minn.—C. C. Halsa, formerly agt. for the St. Anthony & Dakota Eltr. Co. at Donaldson, has been transferred to Neilsville and will take charge of the eltr. and lumber yard for the same company.

The state of Minnesota will hold 16 sales of land on dates running from Oct. 23 to Nov. 11. The spring sales will run from Apr. 9 to 17. About 500,000 acres will be sold in 24 different counties.

Farmington, Minn.—P. H. Feely has purchased the interest of J. C. Geraghty in the firm of Geraghty & Feely and succeeded the firm Aug. 1. Mr. Feely will retain his seat in the Chamber of Commerce and he has a private wire to Minneapolis.

Crookston, Minn.—A macaroni wheat grinding mill of 150 barrels daily capacity will be installed in an old building by the Crookston Milling Co. A large acreage of durum wheat has been sown, with promise of a good yield, and the milling company is assured of a very profitable business.

Wanamingo, Minn.—The Farmers Eltr. Co. has let the contract to Younglove & Boggess for the erection of a 28,000-bu. eltr., to cost \$4,150, complete. It is to be completed by Sept. 15. The farmers wished to purchase one of the present eltrs. but satisfactory terms could not be made.

St. Paul, Minn.—The Loftus-Hubbard Eltr. Co. has made complaint to the Minnesota Railroad Commission that the Chicago, Milwaukee & St. Paul Railroad is charging 5 cents per 100 on shipments of oats from Hastings to St. Paul, when the correct and published rate is only 4 cents.

Duluth, Minn.—F. J. McCarthy and E. H. Smith will operate the old Zenith Eltr. at Rice's Point as a feed mill. They are now making repairs on the house. E. H. Smith has been elected a director of the Board of Trade to fill out the unexpired term of G. S. Barnes, Jr., who has resigned and removed from Duluth.

Renova, Minn.—The eltr. of the Pierce-Stephenson Grain Co. burned July 14. The house was empty so the loss was only about \$1,000. The eltr. was owned by W. H. Pierce, of Dexter, and Martin Stephenson, of Brownsdale. A reward of \$200 has been offered for the arrest and conviction of the person or persons who set the house on fire.

Stillwater, Minn.—J. C. Geraghty, of St. Paul, has closed his branch grain commission office in Stillwater. W. B. Nease, the local mgr., will go into the office at St. Paul. The reason given for

the closing of this office was the difficulty of getting men, but it is reported that the volume of business has fallen off in the past few months.

St. Paul, Minn.—The new state board of grain appeals on July 26 chose Arthur F. Evenson of St. Peter as chairman, and assigned Mr. Evenson, W. F. Kelso of Hallock, and S. P. Thorson of Winthrop, to Minneapolis; and Philander McCargar of Fergus Falls, T. B. McManus of Crookston, and Theodore Thorson of Glenwood, to Duluth. It is understood the board will make alternate shifts between the 2 cities.

Appleton, Minn.—C. M. Willson has resigned as wheat buyer for the Farmers Eltr. Co., on account of not being able to secure the advance in salary to which he is entitled as a reward for the profitable business he has done for the company. The farmers have hired Nels E. Johnson, late buyer for the Northwestern Eltr. Co., in Willson's place, and will permit Johnson to run a number of side lines such as life insurance agencies, etc., to piece out the small salary.

MISSOURI.

St. Joseph, Mo.—The 112,000-bu. eltr. for the South Park Grain Co. has been completed and is now in operation.

Niangua, Mo.—D. L. Max has purchased the interest of A. K. Beckett in the Niangua Roller Mills and continues alone.

Kansas City, Mo.—Not many suckers are biting on the invitation of the National Board of Trade to buy memberships at \$10 each.

Triplett, Mo.—The eltr. for A. W. Guilloid has been completed. The machinery was furnished by the Kingsland-Kay-Cook Mfg. Co.

Kansas City, Mo.—The Kelley Milling Co. is building a 160,000-bu. eltr. It will be operated in connection with its present house.

Kansas City, Mo.—The Board of Trade has passed a rule providing for the expulsion of any member making a trade with any member of the National Board.

St. Louis, Mo.—John T. Millikin has filed 2 suits in the circuit court against Corwin H. Spencer and Thos. Akin, on account of transactions in grain.

Harlem, Mo.—The Missouri Grain Co. is having the Wabash Eltr. overhauled. New machinery will be installed, furnished by the Kingsland-Kay-Cook Mfg. Co.

St. Louis, Mo.—At the recent hearing on the reconsignment charges the state railroad commission granted 15 days for counsel to file additional arguments.

Bland, Mo.—Eltrs. are being built by Neese & Keding and Louis Ritterbusch. The machinery for both houses will be furnished by the Kingsland-Kay-Cook Mfg. Co.

St. Louis, Mo.—E. H. Young & Co. discontinued business Aug. 1. D. S. Parkhurst has purchased a controlling interest in the firm of D. E. Smith & Co. and has succeeded R. E. Smith as mgr. of the company.

Kansas City, Mo.—Secy. Bigelow of the Board of Trade visited Chicago last week to confer with John Hill, who has been conducting the campaign of the Chicago Board of Trade against the bucket-shops.

St. Louis, Mo.—The Interstate Commerce Commission has granted the St. Louis Hay & Grain Co. 30 days in which to file additional arguments in its complaint against the Burlington road of discrimination in reconsignment charges.

Kansas City, Mo.—The working part of the new million-bu. eltr. erected for the A. T. & S. F. Ry. by the Wither-spoon-Englar Co., has been receiving grain for a week, having been completed in less than the 90 days specified by contract.

Kansas City, Mo.—Speaking for the National Board of Trade, C. Claptrap-Christie says, "We will lease an eltr. temporarily. We have three or four in mind." Those familiar with the operations of the National Board do not believe it ever will have eltrs. other than in its "mind."

Moberly, Mo.—The eltr. of the Missouri Grain Co. burned July 26 with about 10,000 bus. of grain. Only the office building, which was some distance away, was saved. The fire is supposed to have been started by a hot box in the upper part of the eltr. Insurance, \$60,000 on building, and \$30,000 on contents.

Kansas City, Mo.—The eltr., warehouse and mill of the Kansas City Milling Co. burned Aug. 1 with 7,800 bus. of wheat, \$9,000 worth of bags and flour and feed valued at \$14,800. Loss on the plant, \$92,000; total insurance, \$92,000. The plant will be rebuilt as soon as the insurance is adjusted, but not on the same site. H. D. Yoder, formerly of the Blanton Milling Co., of Indianapolis, Ind., had just arrived to take charge of the plant, as mgr.

NEBRASKA.

Bartley, Neb.—E. E. Smith has succeeded Parrish & Smith.

Hansen, Neb.—The Platte Grain Co. is making repairs in its eltr.

Lincoln, Neb.—The Edwards-Wood Co. has closed its branch office.

Wilcox, Neb.—W. M. Bruce has purchased the scoop house of J. M. Morrison.

Riverdale, Neb.—The farmers contemplate joining the Farmers Grain Co. and building an eltr.

Morsebluff, Neb.—The Updike Grain Co. will install an improved Hall Distributor in its eltr.

Trenton, Neb.—C. M. Blanchard, of Minden, has taken charge of the eltr. of the Minden Grain Co.

Beatrice, Neb.—Norcross Bros. have purchased the eltr. of W. N. Spellman and have succeeded him.

Magnet, Neb.—J. E. Shaw, of Bancroft, has been appointed mgr. of the eltr. for the Peavey Eltr. Co.

Hendley, Neb.—The Hayes-Eames Eltr. Co. is repairing its eltr., which was recently damaged by flood.

Omaha, Neb.—The Mallett Cereal Co. incorporated, \$10,000 capital stock. Incorporators, Morris Goldberg and Emil Herstein.

Plainview, Neb.—The Blenkiron Grain Co., of Sioux City, will build an eltr. at a new town on the G. N. Ry. between Plainview and Brunswick.

Kearney, Neb.—The Westbrook-Gibbons Grain Co. contemplates building a

distributing eltr. to be used in handling the grain it ships to western points.

Carroll, Neb.—The Farmers Eltr. Co., recently organized, has purchased for \$5,000 the eltr. of the Benson Grain Co. Possession was given at once.

Douglas, Neb.—The Bartling Grain Co., of Nebraska City, has purchased the eltr. of the Hopkins-Goodell Co., of Crete. J. W. Phillips is retained as mgr.

Omaha, Neb.—The new 500,000-bu. eltr. for the Updike Grain Co. has been completed. This eltr. can handle 100 cars in and out in 10 hours and can load a 60,000-pound car in 6 minutes.

Cozad, Neb.—L. A. Whaley, local mgr. for the Platte Grain Co. has received a draft from his company for making the largest shipments of grain in a given time of any of the company's line of eltrs.

Nora, Neb.—F. J. Stanley and Henry Weideman have purchased the State Eltr. from the J. Rosenbaum Grain Co. and will continue the business as Stanley & Weideman. Mr. Stanley has been mgr. of this eltr. for the past 2 years.

Shelton, Neb.—The Omaha Eltr. Co. has donated \$25 to the harvest festival, in the form of a \$10 prize for the best bushel of wheat exhibited and \$5 for the best bushel of oats. All the grain entered for the prizes will be sold by the festival committee to the Omaha Eltr. Co. at the market price, the proceeds to be given to the local fire dept.

McCook, Neb.—The 2 eltrs. of W. H. Ferguson and the eltr. of P. H. Esterday & Co. have been considerably damaged by the heavy rains of July 29 and 30, when 3½ inches fell in a few hours. The Ferguson eltrs. had 6 and 7 ft. of water in their grain pits and the Esterday eltr. had 16 ft. The loss on the Esterday eltr. will be about \$500.

Humboldt, Neb.—Clarence C. Vanderveer, a young farmhand, recently obtained from Cooper & Linn, grain dealers, a check for \$50 as advance payment on some wheat he agreed to deliver at a future date. Investigation showed that the young man had no grain. A warrant for his arrest charging him with obtaining money under false pretenses has been issued, but he has not been found. This is the second trick of the kind turned by this scamp.

Omaha, Neb.—The Crowell Lumber & Grain Co., of Blair, has let the contract to the Barnett & Record Co. for the erection of a 125,000-bu. eltr. The structure will be 42x56x170 ft. and will cost about \$40,000. Electric power will be used and 2 improved Hall Non-chokable Boots will be installed. The eltr. is expected to be completed by Dec. 1. The eltr. for Merriam & Holmquist will have, when completed, a capacity of 1,000,000 bus., altho it will not be so large at first, but will be added to next year. Thos. F. Hall has purchased the old Fowler Eltr. which has not been used for 8 or 10 years. He will put in a new foundation, install an entire new equipment and make all needed repairs. Mr. Hall will not operate the house, but will lease it.

Omaha, Neb.—On application by Attorney Francis A. Brogan, representing the Omaha Eltr. Co., the Washington County District Court on July 17 transferred the suit of Thos. Worrall against the Nebraska Grain Dealers Ass'n to the United States Circuit Court. This will have the effect of stopping the taking of testimony in different cities in the interior of the state. The fight in the state courts was renewed, however, on Aug. 3 by Judge Barnes of the Nebraska Supreme Court granting a temporary injunction against the Nebraska Grain Dealers Ass'n, for bidding the pooling of prices or the acceptance of rebates. Pending a hearing to make the injunction permanent the officers of the Ass'n are forbidden to act as officers and new officers must not be elected. Attorney General Brown, Deputy District Attorney General W. T. Thompson and Attorney F. S. Howell of Omaha for several weeks past have been searching for a statute under which to convict the grain dealers, and the injunction is the first step. Under the act of 1887 the penalty for pooling among grain dealers is \$1,000 fine, or imprisonment for 6 months. The board of directors of the Nebraska Farmers Co-operative Grain & Live Stock Ass'n, at a meeting at Minden, Neb., voted to assess members \$10,000 to assist Worrall and the state's attorneys in the prosecution of the grain dealers. The Nye-Schneider-Fowler Co. is not now and for some time has not been a member of the Nebraska Grain Dealers Ass'n. W. H.

Ferguson withdrew from membership Apr. 1. J. H. Evans has not attended a meeting of the officers since his election as vice-pres. It is reported that the Westbrook-Gibbons Grain Co. and the Trans-Mississippi Grain Co. have decided to withdraw, and that the Omaha Eltr. Co., the Central Granaries Co., and the Nebraska Eltr. Co. will withdraw.

NEW ENGLAND.

Chickopee, Mass.—Miner & Crehore are building an eltr.

NEW YORK.

Buffalo, N. Y.—Nicholas Dilfer, founder of the firm of Dilfer & Son, died July 28.

New York, N. Y.—Recent sales of memberships in the Produce Exchange have been 1 at \$185, 2 at \$195 and 1 at \$200.

Buffalo, N. Y.—The C. G. Curtis Co. and S. K. Kester will erect malting plants on the site of the old Queen City malt house, which they have purchased.

Buffalo, N. Y.—Albert Jones has gone into business on his own account and will handle mill feed chiefly for the present. Mr. Jones was formerly a clerk in the office of M. P. Ryley.

New York, N. Y.—There seems to be a great deal of winter wheat for sale. A few days ago New York market was anywhere from 5c to 10c per bu. out of line with what interior millers and the primary markets were paying, and now we are able to buy quite freely and wouldn't be at all surprised if we were fairly swamped with grain. We feel that this state of affairs can only result in getting to an export basis, which will be a healthy thing for the trade. In regard to oats, out advices indicate that we are now practically on an export basis. In fact, we have already worked some new crop for export, and foreigners are in the market for more.—Larrowe Milling Co.

BUFFALO LETTER.

The eltr. business is about as dead as possible and the canal movement is very small. But for a good coal and ore traffic this season the harbor would be

Nebraska's Benedict Arnold.



As a Grain Shipper.

As a Grain Receiver.

very quiet. The eltr. owners have done what they could to secure business, but nothing would bring it.

The appearance of more wheat on the sales tables on 'Change and the good receipts of corn and oats by rail indicate a change in the grain business that will be duly appreciated. Prices out of sight and little grain to handle are not exactly what a non-speculative market cries for.

J. R. Rodebaugh, who sometime ago bought the feed mill and eltr. at Black Rock, established some years ago by Heathfield & Washburn, has improved it very much and is already doing twice the business that was done at the time he bought it. Hard work and a grasp of the business have done it.

One reason for the quietness in wheat is the refusal of flour buyers to take a bit more than they must have, the idea being that grain prices are coming down yet. A reduction of about one-third does not satisfy the buyer, and we hear the grain dealer expressing a hope that prices will go low enough to enable us to export, then business will move.

John G. Heinold, the feed dealer on 'Change, is secy. and treas. of the new Buffalo Horse & Dairy Feed Company with \$20,000 capital stock. The plant is the Nobles flour mill at Batavia, but the main office will be that of Mr. Heinold. The company will sell its specialized feeds direct to consumers. F. A. McLellan, of Batavia, owner of the mill, is president of the company.

A. J. Wheeler is doing little to push his interests in regard to the Ontario Eltr., which fell into the slip last October. Much of the remains of it are still there, but he has let the contract for a new steel one to the Steel Storage & Eltr. Construction Co., capacity over 500,000 bus. and to cost about \$200,000. A force of 400 men will be put on in order to get the eltr. completed as soon as possible.

Tenants of the old Granite Block, which is to be rebuilt, beginning next month, as a part of the Chamber of Commerce, are moving out this month and the work will be pushed after that. The Corn Exchange corporation made the enlargement necessary, and it is rather expected to demand a 'Change room on the Main street front. The other members will be satisfied with any arrangement that will not divide the Chamber of Commerce and weaken its influence, which is decidedly large now.

The Chamber of Commerce and business men generally are greatly incensed on account of the decision of the Canal Board to build 45-foot locks for the new 1,000-ton-barge canal, instead of 28-foot locks, as contemplated by the original act. It is charged that New York city favors the idea and a bill was smuggled through the Legislature last session making it legal to enlarge the locks. Our people were caught off their guard, as nobody had any idea that the "28-foot minimum" meant more than a foot or two more. A ship canal only 14-foot deep, as this would make it, is nonsense now, for there will be precious few 14-foot vessels on the lake by the time the canal is finished and only the locks will be enlarged then, so a fight is to be made against the measure, as it is a mere device to spend money needlessly.—J. C.

NORTH DAKOTA.

Binford, N. D.—The Acme Eltr. is being enlarged.

Langdon, N. D.—The Northland Eltr. Co. is building an eltr.

Donnybrook, N. D.—The Farmers Eltr. Co. is building an eltr.

Antler, N. D.—E. B. Page, of Leeds, has purchased an eltr. site.

Cleveland, N. D.—Winner & Adams will build a 35,000-bu. eltr.

Gwinner, N. D.—The Farmers Mill & Grain Co. will build a large eltr.

Esmond, N. D.—The Farmers Eltr. Co. will build an eltr. to cost \$10,000.

Granville, N. D.—Geo. Lippmann will install an improved Hall Distributor.

Fessenden, N. D.—Regan & Lyness are building an addition to their eltr.

Walhalla, N. D.—The Federal Eltr. Co. has purchased the eltr. of the Dakota Eltr. Co.

Maddock, N. D.—The Farmers Grain, Stock & Fuel Co. is installing an improved Hall Distributor.

Blanchard, N. D.—Mr. Coil, of Everest, has been appointed agt. for the Northwestern Eltr. Co.

Dresden, N. D.—T. H. Kavanaugh, formerly at Appleton, Minn., will buy grain for the National Eltr. Co. this season.

Valley City, N. D.—The farmers have organized an eltr. company and have let the contract for the erection of a 40,000-bu. eltr.

Devils Lake, N. D.—The Farmers Mill & Eltr. Ass'n will build a 50,000-bu. eltr. and a 100-barrel mill. It will grind some macaroni wheat.

Barlow, N. D.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, John G. Schmid, L. Mortensen, M. E. Hanson, and others.

York, N. D.—The Farmers Eltr. Co. incorporated, \$15,000 capital stock. Incorporators, M. K. Nybo, W. J. Church, P. S. Muri, and others. An eltr. will be built.

Jamestown, N. D.—Geo. Game has let the contract for the erection of a 40,000-bu. eltr., the house to be completed by Sept. 15. A 12-h. p. gasoline engine will be installed.

Wyndmere, N. D.—The Wyndmere Farmers Ass'n incorporated, \$50,000 capital stock. Incorporators, Frank J. Kuchera, Neil Campbell, and others. A contract has been let to Honstain Bros. for the erection of an eltr.

Kathryn, N. D.—The Kathryn Farmers Mutual Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, Hans Hanson, W. W. Hartrough, R. O. Abrahamson, and others. The new company has purchased for \$5,800 the eltr. of the Great Western Eltr. Co.

Kenmare, N. D.—The Kenmare Farmers Eltr. Co. will soon commence work on its eltr., which is expected to be completed by Sept. 15. It will cost about \$6,100. The following officers have been elected: Q. Richards, pres.; John Thelan, vice-pres.; John R. Ruhland, secy.; B. A. Enochson, treas.

OHIO.

Richwood, O.—O. P. Lenox & Son have succeeded O. P. Lenox.

Outville, O.—Burton Cain has succeeded Cain, Carter & Camp.

Ashland, O.—John Spreng has built an eltr. at Spreng's Crossing on the A. & W. Ry.

Circleville, O.—The eltr. of Thos. W. Brown burned recently. Loss \$8,000; covered by insurance.

Decliff, O.—C. F. & C. O. Barnthouse, of Agosta, contemplate building an eltr. during the coming year.

Ft. Recovery, O.—The Jay Grain Co. is installing a stand of eltrs. by which to draw the grain from the bins, and will load the cars by gravity.

Toledo, O.—The Produce Exchange has issued a neat pamphlet giving the new Toledo grades of grain and seeds, the commissions and fees.

Springfield, O.—The Ansted & Burk Co. has installed a new stand of eltrs. and a Bowlus Automatic Weighing Machine to weigh grain from its large eltr. to the mill.

Cavett, O.—The Farmers Grain Co. incorporated, \$1,000 capital stock. Incorporators, J. W. Jenkins, C. H. Ingersoll, M. L. Murphy, F. E. Hoolin and H. M. Ketzenbarger.

St. Paris, O.—W. J. Jenkins has installed a Bowlus Automatic Weighing Machine and a new set of eltrs. He has done away with his car loader and now loads his grain by gravity.

Cincinnati, O.—Members of the Chamber of Commerce have adopted a new plan of clubbing together to purchase sample pans, whereby all pans bot will be uniform in shape and size.

Toledo, O.—The hay warehouse of F. M. Greenough & Co. was sold for \$2,000 July 21 by order of the court, by Chas. Cunningham, trustee for the estate. The Dollar Savings Bank was the purchaser. The building is 550x36 ft.

Cincinnati, O.—The following have been elected to membership in the Cincinnati Chamber of Commerce: Ernest L. Owens, Cincinnati, mgr. for a St. Louis milling firm; Albert Dill, Mason, and Frank O. Diver, Middletown.

New Paris, O.—The eltr. of G. W. Richards collapsed July 20 under the weight of new wheat. One entire side of the house gave way, letting about 4,000 bus. of wheat pour out into the street. It is thot that only about 50 bus. will be lost.

Lippincott, O.—The eltr. of Wilson & Outram burned July 21 with 1,000 bus. of wheat and 1,300 bus. of oats. The fire started in the engine room and spread so rapidly that nothing was saved. Loss covered by insurance. The eltr. will be rebuilt as soon as possible.

Findlay, O.—Rosenbaum Bros., of Chicago, contemplate building a large eltr. to cost \$25,000, and H. Hess, representing the firm, has been inspecting several sites on which to build it. A site is being considered at the intersection of the L. E. & W. and the T. & O. C. Rys.

Cincinnati, O.—At the annual meeting of the C. H. & D. Ry. Eltr. Co., held recently, the following directors were elected: Eugene Zimmerman, Russell Harding, A. H. McLeod, R. H. Bowron, Frederick A. Wann, John E. Bruce and Thos. J. Walsh. The company operates a 1,000,000-bu. eltr. at Toledo.

Circleville, O.—The Heffner Grain Co. incorporated, \$10,000 capital stock, to operate the Dunlap eltr. at Woodlyn,

which has been leased. It has 30,000-bu. capacity, and the firm will handle grain, fuel, salt, etc. The incorporators of the firm are Henry R. Wm., Harvey S. and Wm. T. Heffner and Clarence Curtin.

The Ohio Shippers Ass'n and all railroads of Ohio have made an agreement on car service regulations expiring July 1, 1906. Car service charges will not be enforced where the fault is primarily with the railroad company. Disputed claims will be paid promptly, and the agents of the roads will pay refunds promptly. Car service managers will meet quarterly or oftener, a committee of the Ohio Shippers Ass'n, and railroads of the state will appoint a committee of 3 on request to meet a committee of 3 members of the Ohio Shippers Ass'n.

Toledo, O.—Henry Cratz, who has been seriously ill with nephritis and heart trouble for some time, died July 25, following a double stroke of paralysis. Mr. Cratz was the senior member of the seed firm of Cratz Bros. and was one of the best known seed men of the country. He had been in failing health for about a year, but did not give up his business duties until January. Mr. Cratz came to Toledo in 1885 and was a member of the Toledo Produce Exchange, which held a special meeting July 26 and passed resolutions of sympathy on his death. Mr. Cratz was only 56 years of age.

Cincinnati, O.—The Louisville hearing on the manipulation of expense bills has aroused the grain dealers of Cincinnati to the fact that their market has been discriminated against. Chas. S. Maguire says: Louisville has been getting the best of it on grain about \$30 a car. I figured it out to be \$19, but testimony in the Louisville hearing shows it to be at least \$30 a car. Cincinnati has been slow in this matter. Why, I was once threatened with a charge of unmercantile conduct by a certain element for having the audacity to bring the subject up for discussion.

TOLEDO LETTER.

Cygnat, O.—L. S. Dome, of Toledo, has opened a grain office here.

Gomer, O.—The rumor that Thomas J. Watkins had made an assignment is untrue.

Tiffin, O.—O'Connell & Knepper, whose seed and hay warehouse was destroyed by fire several weeks ago, expect to have their new buildings ready for business by the first of the month.

A recent bulge has occurred in the Toledo bank clearings during the past couple of weeks, the increased clearings going over a million per week, the increase being due to the marked movement of grain to this market.

John F. Courcier, of Evansville, Ind., has been appointed secretary of the Grain Dealers Nat'l Ass'n, with headquarters in the Gardner building, Toledo, the new official taking charge of the affairs of the Ass'n Aug. 1. Mr. Courcier will move his family here within a short time.

Consigned to various points, principally to Buffalo and Chicago, 465,000 bushels of wheat were shipped from this port last month. This looks as if the lake carriers were going to give the railroads a race for their money this season, as during the last two seasons not a bushel of wheat was sent from this port. August has started in well, in that 110,000 bus. were

shipped by the United Grain Co. to Buffalo on the first—H. D.

The grain business has been very dull for the past two weeks. One concern sent out 2,000 bids recently, covering the territory east of the Mississippi river, at 86¾ for No. 2 red winter wheat, but not a single car was purchased. Dull trade seems to be general, other houses having the same experience.

OKLAHOMA

Reeding, Okla.—Geo. Stevens has bot the eltr. of Stevens Bros.

Read what J. E. Farrington has to say regarding Ft. Worth inspection rules.

Yukon, Okla.—Gossett & Clemens have purchased the farmers' eltr. Improvements are being made in it.

Blackwell, Okla.—Mr. Ferguson, formerly of the Vilott-Ferguson Grain Co., will remove to the Pacific Coast.

Woodward, Okla.—The Woodward Mill & Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, R. A. Montgomery, Watonga; A. H. Morrow, Enid; John J. Gerlach, J. H. Hopkins and F. M. Cline, of Woodward.

Guthrie, Okla.—Governor Ferguson on July 17 appointed Colonel T. H. Soward as territorial grain inspector to fill the vacancy caused by the resignation of A. H. Jackman, of El Reno. Colonel Soward resigned on learning how small is the salary.

OREGON.

Condon, Ore.—The Gilliam County Milling Co. is building an 80x140 ft. warehouse and a mill.

Portland, Ore.—The first grain charter from a north Pacific port for 8 months was made last month by G. W. McNear, of the French bark La Rochefoucauld.

Portland, Ore.—The Pacific Coast Eltr. Co., Balfour, Guthrie & Co. and Kerr, Gifford & Co. will establish a separate line of warehouses for the storage of wheat along the new Condon branch of the O. R. & N. Sites have been selected.

Moro, Ore.—The warehouses belonging to the Pacific Coast Eltr. Co., the W. A. Gordon Co. and the Wasco Warehouse & Milling Co. were wrecked or blown from their foundations July 21 by a heavy windstorm which lasted about 5 minutes. The 50x150 ft. warehouse of the Wasco Warehouse Co., at Klondike, was lifted from its foundation and laid across the railroad tracks, and passage was obtained for trains by cutting thru the walls. The warehouses of the Pacific Coast Eltr. Co. and the W. A. Gordon Co., each 50x150 ft., were also wrecked. All the warehouses were empty, except one at Moro, which was used as a storehouse for machinery, and of this the roof and sides were blown away, but the contents were not damaged.

PENNSYLVANIA.

East Berlin, Pa.—The East Berlin Milling Co. is building a 10,000-bu. eltr. The structure will be 14x40x24 ft.

Lemaster, Pa.—E. B. Diehl is rebuilding his eltr., which burned June 7, and it will be but a short time before business will be resumed.

Philadelphia, Pa.—All of the proposed

amendments to the rules of the Commercial Exchange were adopted by a vote of 69 to 12. The new rules provide for arbitration.

PITTSBURG LETTER.

New rye has commenced to put in an appearance. The grain has no present quotable value.

Ruling price on new oats at present is about 30 cents, the last figure at which sales were made on 'Change. Several cars arrived hot, but in the main complaints are infrequent.

Demand is very light for mill feed, both bran and middlings being sadly neglected. Coarse bran, which is flakey, can be sold now, as always, to good advantage, but even the demand for it shows some contraction. Fine and medium bran sell only slowly and with urging on the part of the seller.

The corn situation is very strong. Receipts of ear have fallen to almost nothing, while demand is urgent, with buyers uneasy as to future wants as well as present requirements. Quotations are well up, and a few cars if received now would sell handily at top prices. Purchasers want ear corn, which the market cannot at present supply.

Straw receipts have increased to the over-plus condition. This commodity has held steady for a long time, but has at last been forced to give way. The weak condition is noticeable in all kinds of straw, particularly, however, as to new rye, which is almost unsalable. Whether oat, wheat or rye, only No. 1 grade can be handled at listed quotations.

The market for new hay is most uncertain, while old is very firm. Old No. 1 timothy has been holding strong at \$13 to \$13.50, and even \$14 has been offered. Receipts are very light and arrivals are rapidly taken as they come. Low grade timothy, and, in fact, hay of all kinds, is very slow, and prices are so low as to be most unsatisfactory. New timothy has been coming forward freely for a week, some of it being in a heated condition.

As with ear corn, so with shelled. Quotations are maintained at a high level and arrivals are limited. Receipts are promptly absorbed and the market is not fully satisfied. There is inquiry now for split cars, and an opportunity is offered for profitable returns from a few shipments of that kind. The firm maintenance of the shelled corn situation has been matter of surprised comment, as it was thought the weakness developed in the west a few days ago would have unfavorably affected the local market by this time. The weakness has failed to materialize here.—C. H.

SOUTH DAKOTA.

Yankton, S. D.—M. King is improving and enlarging his eltr. A. W. Mikota is mgr.

Winfred, S. D.—The Winfred Farmers Eltr. Co. incorporated, \$25,000 capital stock.

Bridgewater, S. D.—Geo. H. Shanard will remodel his eltr. before receiving the new crop.

Viborg, S. D.—The New London Milling Co. is installing improved Hall Distributors in its eltrs. at Viborg and Irene.

Mitchell, S. D.—About 40 dealers attended a district meeting of the Tri-State Grain Dealers Ass'n Aug. 5. Secy. J. J. Quinn, of Minneapolis, presided.

Arlington, S. D.—Hewett & Conner have succeeded Bingham Bros. The Atlas Eltr. Co. has been making improvements in its eltr.

Butler, S. D.—C. A. and S. L. Potter, who purchased the eltr. of Stoddard & Ketchum, will operate it under the firm name of the Independent Eltr. Co., with C. A. Potter mgr.

Ashton, S. D.—The Ashton Eltr. Co. has been organized by business men and nearby farmers and will engage in the grain business. The company has purchased the old Latimer Eltr.

Armour, S. D.—Schaeffer Bros., of Tripp, have purchased for \$8,500 the eltrs. of Geo. L. Chesley at Armour and White Lake. The Armour Roller Mill Co. will build a 20,000-bu. eltr. and will install an 8-h. p. gas engine.

Madison, S. D.—The Farmers Eltr. Co. has been organized at Chester, the new town on the S. Dak. Central Ry. about 12 miles from Madison. C. H. Morse, of Madison, is interested. Trains are expected to be running into the new town by Sept. 1.

Miller, S. D.—Corcoran Bros., of Volga, have purchased the eltr. and grain houses of Chas. Miller, and one of the firm has moved here and will operate the plant. This plant has been operated for the past 3 years by G. W. Van Dusen & Co., who are remodeling their flat house into an eltr., which when completed will have capacity for 26,000 bus. Chas. Thomson is agt for G. W. Van Dusen & Co.

SOUTHEAST.

Huntington, W. Va.—The 100,000-bu. grain eltr. of Gwinn Bros. & Co. was damaged by fire July 28.

Wheeling, W. Va.—The Davenport Eltr. Co. has installed a gasoline engine to replace steam power. A cement floor has been put in in the engine room and other improvements have been made.

Anniston, Ala.—The city council has enacted an ordinance requiring bucket-shops to pay a license of \$250 per annum. Representative Boyken now has a bill in the state legislature prohibiting the licensing of bucket-shops.

SOUTHWEST.

Santa Fe, N. M.—The old government granary at Fort Marcy burned July 25. It has been used as a storage warehouse.

TENNESSEE.

Belfast, Tenn.—The Belfast Milling Co. incorporated, \$6,000 capital stock. Incorporators, T. L. McAdams, Nat L. Burton, J. C. Tate, R. L. McDaniel and J. E. Stephenson.

Nashville, Tenn.—The firm of Anderson & Harrison has been organized to receive and ship grain and hay, and commenced business Aug. 1 at the Nashville Warehouse & Eltr., thru which they will handle their business. John A. Harrison was formerly with Pilcher & Co., leaving them July 1.

TEXAS.

Lampasas, Tex.—W. E. Price, a prominent grain dealer, died recently.

Marshall, Tex.—Davis & Rosbrough have succeeded the Mahone & Henley Grain Co.

Ft. Worth, Tex.—The Texas Grain & Eltr. Co. is building a 15,000-bu. eltr., to be completed by Sept. 1.

Bay City, Tex.—The Colorado Valley Rice Milling Co. has increased its capital stock from \$50,000 to \$75,000.

Sherman, Tex.—The Eagle Mills incorporated, \$50,000 capital stock, to do a general milling business. Incorporators, J. B. Brennan, H. B. Wallace and C. S. Hyde.

Ft. Worth, Tex.—The Dazey-Moore Grain Co. incorporated, \$25,000 capital stock. Incorporators, K. F. Dazey, T. G. Moore, of Ft. Worth, and C. H. Miller, of Shreveport, La.

Katy, Tex.—The Katy Rice Milling Co. incorporated, \$20,000 capital stock, to operate mill, eltrs., etc. Incorporators, A. Stockdick, W. H. Weller, J. H. Cabaniss, John Cope, and others.

Denton, Tex.—The grain and feed warehouse occupied by R. E. Edwards burned Aug. 1 with a quantity of grain. The building was owned by C. A. Williams. Loss, \$1,500; small insurance.

Sherman, Tex.—The receivers for the Brackett-Wallace Mill & Grain Co. have secured an order for the sale for \$3,500 of the eltrs. of the company at Gunter and Southmayd, to the Whaley Mill & Eltr. Co.

Fort Worth, Tex.—Secy. H. B. Dorsey found in his morning's mail, Aug. 1, nine applications for the arbitration of differences amounting to \$943.99, showing the popularity of this feature of the work of the Texas Grain Dealers Ass'n. Arbitration is saving members of the Ass'n hundreds of dollars.

Galveston, Tex.—Grain exports for the 11 months prior to Aug. 1 were 32,000 bus. of wheat and 5,606,117 bus. of corn; compared with 11,170,654 bus. of wheat and 3,406,373 bus. of corn during the corresponding months of 1903-4, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade.

Fort Worth, Tex.—The Grain and Flour Dealers Ass'n at a meeting July 14 appointed F. M. Rogers, E. R. Kolp and Fritz Straughn a committee to draw up resolutions to be presented to the railroads praying that proportional rates again be granted Fort Worth. Another committee will urge upon Governor Latham the necessity of an amendment to the feed law.

Austin, Tex.—The state railroad commission has ordered that commodity tariff No. 2-B, issued by the commission to apply on grain and grain products, etc., transported by railroads between points in Texas and effective May 12, 1905, be amended by cancelling the general provision for minimum weights and substituting therefor the following: Minimum carload, 24,000 pounds, except on hay, straw and corn husks, which shall be, on standard gauge railroads: Cars 32 feet and less in length, internal measurement, 14,000 pounds; cars 32 feet and not over 34 feet, 15,000 pounds; cars 34 feet and not over 36 feet, 16,000 pounds; cars over 36 feet, 17,000 pounds. On narrow gauge railroads: 10,000

pounds. When mixed car shipments do not contain 24,000 pounds, the weight of the lot taking the lowest minimum shall be increased to make up the deficiency. This order will take effect Aug. 21.

WASHINGTON.

Starkweather, Wash.—S. A. Denoyer will build a large eltr.

Rosalie, Wash.—I. G. Hardesty has succeeded Hardesty & Wilson.

Pullman, Wash.—The Interior Warehouse Co., of Portland, Ore., is building a 50x100 ft. warehouse.

Krupp, Wash.—H. Johnson & Son have leased their eltr. H. W. Seal, of Odessa, will build a warehouse.

Harrington, Wash.—The Harrington Milling Co. has let the contract for the erection of 2 warehouses, each to be 50x100 ft.

Quincy, Wash.—The Quincy Lumber & Grain Co. incorporated, \$5,000 capital stock. Directors, Daniel McVay, Fred Grimshaw and Jas. Kiefer.

Winona, Wash.—S. C. Armstrong, of the Pacific Coast Eltr. Co., John Billups and H. Larribus have purchased the Winona flour mill from Thomas & Barron.

Reardan, Wash.—The Farmers Grain & Supply Co., of Spokane, will build an eltr., to facilitate the handling of bulk grain and escape the expensive sacking system.

Palouse, Wash.—Frank Friese & Son will build a large addition to their warehouse and will handle grain this season in connection with their hay business. Calvert & Davidson are new in the grain business.

WASHINGTON LETTER.

Pomeroy.—The excavating for M. H. Houser's new flouring mill has been completed.

Creston.—The bulk of the wheat crop in this section has already been contracted for by grain buyers of this place. Over 200,000 bus. have been sold at from 63 to 65 for blue stem. Most of this wheat has been bought by the Puget Sound Warehouse Co. and the Washington Grain & Milling Co.

Walla Walla.—As a result of the high rates charged by the warehouses for storage, a number of private parties are erecting warehouses in this city. Last year the rates were raised to 50 cents a ton storage from harvest until January 1 following, and from then on 10 cents a month a ton storage until the crop is sold. Under the new rates the companies charge 50 cents a ton, even though the wheat is merely trucked through and weighed before being put into the cars—M. C. E.

WISCONSIN.

Fall Creek, Wis.—The firm of A. Bartz & Bros. has been dissolved.

Edgerton, Wis.—The large feed eltr. on the Shepard sheep farm burned recently.

Appleton, Wis.—D. Klumpers, of Ripon, has taken charge of the eltr. for the Wisconsin Malt & Grain Co.

Superior, Wis.—The city of Superior has offered to compromise taxes on grain in eltrs. at 60 per cent of the amount claimed.

Washburn, Wis.—The C. S. P. M. & O. Ry. is said to be contemplating the erection of 2 grain eltrs. on Chequamegon bay, on which it owns a great deal of frontage.

Jefferson Junction, Wis.—The grain eltr. of the Lytle-Stoppenbach Co. burned July 17 and the malt house was damaged. Loss, \$50,000. The eltr. will be rebuilt immediately.

Antigo, Wis.—A. L. Wirtz, of Kaukauna, will build a 32,000-bu. eltr. and a 2,000-ton hay shed, the plant to cost about \$30,000. It is expected that the plant will be ready for the new crop.

Superior, Wis.—The organization of the Superior Inspection Dept. is reported elsewhere in this number. S. P. Christensen is chief inspector, J. B. Coombs deputy inspector, and Byron Kimball weighmaster.

Milwaukee, Wis.—Pres. R. E. York of the Wisconsin Grain Dealers Ass'n has appointed Secy. M. H. Potter as a delegate to the National Reciprocity Conference which will be held at Chicago, Aug. 16 and 17.

Milwaukee, Wis.—Chas F. Glavin, formerly sales agent for Hubbard & Palmer at Chicago, has opened an office in the Chamber of Commerce bldg., and applied for a membership in the Chamber of Commerce. He will do a grain and seed commission business.

Milwaukee, Wis.—Secy. Potter of the Wisconsin Grain Dealers Ass'n is at present compiling a new directory of the grain shippers of Wisconsin, to be gotten out about Sept. 1. The trade will be pleased to learn that care is being taken to have the list complete, as an accurate list has never before been published.

Superior, Wis.—A. D. Thompson & Co., of Duluth, have leased the 3 Great Northern Eltrs., S, A and X. Eltr. S is said to be the largest working house in the world, having capacity for 3,000,000 bus. The 3 houses have a total capacity of 6,500,000 bus. Eltrs. A and S are shipping houses and Eltr. X is an annex to Eltr. A.

Superior, Wis.—The suits of the Dakota Eltr. Co. and Homer T. Fowler against the Metzger Seed & Oil Co. are being heard. Fowler bot flaxseed, but the contract was canceled by the Metzger Co. after 20,000 bus had been bot. Mr. Fowler has bot suit to recover a \$9,000 loss and \$50 per month salary for 20 months.

Racine, Wis.—David P. Wigley, the leading flour and feed merchant of Racine, has purchased for about \$30,000 the old oil mill on the St. Paul right of way and will use it as an eltr. and cold storage plant. The structure is 65x122 ft. and 5 stories high. It will be remodeled and the fifth floor used for an eltr., where he will store his stock of grains. He proposes to do most of his shipping by boat.

Superior, Wis.—The following have been admitted to membership in the Superior Board of Trade: R. L. Laird, grain dealer at Perth, N. D.; L. F. Wilde, grain dealer of Thompson, N. D.; W. R. Hoover, Superior. Among the list of applicants to be voted upon at the next meeting is Senator Hudnall, and inquiry has been received from a grain dealer at Salem, Ore., as to the price of membership in the Board.

MILWAUKEE LETTER.

R. D. Hubbard, of the Hubbard & Palmer Co., Mankato, Minn., has been elected a member of the Milwaukee Chamber of Commerce.

Grain men here are watching with interest and no little amusement the progress of the grain inspection war at the Head of the Lakes. Superior seems to have scored in the second round, as in the first, but the betting is not all on that side.

J. J. Crandall, a member of the firm of E. P. Bacon & Co., who has their wheat department in charge, was obliged by illness to retire to his place in the country for a few weeks' rest, but he is now back on 'Change. The past year has been an exceedingly trying one for the local wheat salesmen.

B. G. Ellsworth, of L. Bartlett & Sons' Co., who has been traveling through the Northwest, found the crops in a most promising condition and so advised his firm. This report, which was given out on 'Change, served to allay some of the panicky feeling which prevailed here for a short time as a result of sensational reports concerning black rust.

Shippers who are sending in samples of new barley for quotations this month should bear in mind the fact that maltsters will not be in the market much before the first of September, and any carloads arriving meanwhile will have to be forced off to eltr. men at comparatively low prices. Quotations made at the present time are, therefore, not fairly indicative of what the market will be later on.

The railroad companies operating in this state have been prompt to comply with the provision of the new law which requires their tariffs to be filed with the State Railway Commission, and the work of checking these over and arranging them in proper shape for comparison is already in progress. Much of that labor, however, had already been performed by Halford Erickson, Commissioner of Labor and Industrial Statistics, so that the Commission should be ready to proceed with the important part of its duties within a very short time.

The P. C. Kamm & Co. mill and elevator, formerly the old Paine elevator, is now in full operation, having been remodeled and equipped with modern machinery. This adds about 125,000 bushels capacity to the grain storage facilities of Milwaukee, and even that comparatively small increase will have a beneficial effect upon the market during the heavy shipping season. The Kamm elevator is so situated that grain intended for shipment can be transferred through it very quickly, and under efficient management it should handle a large volume of business.

New rye is now coming on the market in such volume as to cause a decided slump in prices, and the premium of old over new has practically disappeared. The grain is plump, sound and of good milling quality. Shippers expect to make liberal purchases this season, and as soon as the Eastern trade is fairly established there will probably be an active demand for rye of all grades, as the local millers and distillers will also need to replenish their supplies. It should be remembered by western shippers, when comparing quotations, that the better quality of rye grading No. 2 at Chicago will inspect No. 1 here.—T.

CIFER CODES

We carry the following cifer codes in stock and can make prompt delivery.

| | |
|------------------------------|--------|
| Robinson's Cifer Code, cloth | \$1.50 |
| Hay and Grain Cifer Code | 1.00 |
| A. B. C. Code, 5th Edition | 7.00 |
| Baltimore Export Cable Code | 8.00 |
| Companion Cable Code | 5.00 |
| Riverside Code, 5th Edition | 3.00 |
| U. S. Cifer Code | 3.00 |
| Revised Economy Code | 3.00 |
| Stewarts International Code | .25 |

For any of the above, address
GRAIN DEALERS COMPANY,
255 LA SALLE ST., CHICAGO, ILL.

Vest Pocket Grain Tables

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000.

It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in tough paper and form a thin book, 2 3/4-in. wide by 8 1/4-in. long. Price 50 Cents. Address

GRAIN DEALERS COMPANY
255 LaSalle St. CHICAGO, ILL.

Clark's Decimal Grain Values.

Saves Time, Money and Prevents Errors.

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

The complete book comprises four sets of tables as follows:

No. 31. Oat Values 10 to 79 cts. per bushel and reducing any weight to bushels of 32 pounds bound in manila. Price, \$2.00.

No. 32. Corn, Rye and Flax Seed Values, 10 cts. to \$1.09 per bushel, and reducing any weight to bushels of 56 pounds. Bound in manila. Price, \$2.00.

No. 33. Wheat, Clover, Peas and Potato Values, 30 cts. to \$1.59 per bushel and reducing any weight to bushels of 60 pounds. Bound in manila. Price, \$2.00.

No. 34. Barley and Buckwheat Values, 20 cts. to 1.49 per bushel, and reducing any weight to bushels of 48 lbs. Bound in manila. Price, \$2.00.

These tables can be used for Timothy Seed at 45 pounds per bushel and for Corn in the Ear at 70, 72, 75 and 80 pounds per bushel.

No. 35. The complete book contains the four sets of tables, printed on best linen ledger paper and bound in cloth half leather. Price \$6.00 per copy.

No. 36. The same as No. 35, but printed on 80-lb. book paper. Price \$5.00 per copy.

For any of the above, address

Grain Dealers Co.,
10 Pacific Ave. Chicago, Ill.

Selection of a Gasoline Engine.

Gasoline is explosive only when mixed as a vapor with a certain proportion of air, and this proportion, to get the most powerful explosion, must be about one part of gasoline to eight of air. Vary this proportion materially either way, and one would find it rather difficult to effectively ignite the mixture.

In no case does the insurance rate on the "pump feed" style of gasoline exceed that of steam, and in most cases it is less.

By "pump feed" type of gasoline engine, we mean that in which a pump, operated by the engine, is used to elevate the gasoline from a tank, placed underground and outside the building, to a small reservoir located on the cylinder of the engine and designed with an overflow, so that only a limited and yet constant amount of gasoline is available for immediate use in the engine cylinder. We use the term "pump feed" to distinguish this form of engine from that having "gravity feed," where the gasoline is located in a tank above the level of the engine cylinder and flows to the engine by gravity. The gravity feed system, unless very carefully handled, is considered dangerous to both life and property, while the pump feed is safe on account of the gasoline in and around the engine being automatically controlled and the quantity small.

As nine out of ten gasoline engines operate on the "four cycle" principle, we will consider this one only. The four cycles, which combined will operate the engine, are as follows:

1. As the piston moves away from the head of the engine on what is called a suction stroke, a vacuum is formed, and into this vacuum a properly proportioned mixture of air and gasoline is automatically admitted.

2. As the piston returns this mixture is compressed, and by means of the electric spark or hot tube is exploded just before the piston reaches dead center. This is called the compression stroke.

3. The expansion of the exploded gas now forces the piston outward, and it is during this stroke that the power is produced which is absorbed by the fly-wheels and transmitted through them to any machine the engine may be operating.

4. At the end of this third or expansion stroke, the exhaust valve opens and the piston, returning, forces the burnt gases out. At the end of this exhaust stroke the fly-wheels have made two complete revolutions, and the four operations will be repeated, unless the governor prevents.

A good gasoline engine, under fair treatment, will use, when pulling its full load, not to exceed a pint of gasoline per horse-power hour, and many will not exceed a tenth of a gallon per horse-power hour. As the load is lightened the amount of gasoline consumed is automatically cut off almost in proportion to the load pulled down to about half load. From here down the proportion of gasoline consumed is a little greater.

The question of simplicity is one of the most important of all, and the purchaser will not have to be an expert to appreciate that the engine having the fewest moving and wearing parts, and still getting the results, is the one for him to investigate carefully. In a complicated machine every additional valve and piece adds one more chance for trouble or breakage.

As to the durability of one gasoline engine as compared with another, one must consider the weights, speeds, simplicity and workmanship. It is not necessary to be an expert to appreciate that the finely finished, carefully designed and proportioned, heavily constructed, slow-speed and simple machine will be more durable than any other.

In conclusion, one must consider forms of ignition—whether the tube or electric ignitor or both are furnished and used; whether the electric ignitor is so designed that the current from the battery is automatically cut off except when the spark is needed to explode the gas in the cylinder; whether the engine cylinder and valves are water jacketed; whether the bearings are babbit or brass; whether the water circulating tank is large and built of heavy galvanized iron; whether the gasoline supply tank is galvanized iron or galvanized steel, and how many gallons it holds; whether the engine has a starting device, or must be started by whirling the wheels by hand; whether the cylinder and base are cast in one piece or separately; whether all parts are made to templet and are interchangeable; whether the governor is sensitive and therefore a fuel saver, and whether it is belt driven or not; whether the gasoline is pumped up to the engine reservoir or flows to it by gravity; whether engine is high or low compression; whether it is high or low speed, lightly or heavily constructed, simple or complex in mechanism, roughly and crudely or finely finished and proportioned; whether the gasoline is drawn directly into the cylinder and there vaporized and mixed with the proper amount of air, or is vaporized before entering the cylinder. All these points the purchaser must consider.—*Interment Trade Journal, Kansas City.*

Supply Trade

Levi Lash, of Garretson, S. D., is trying to interest capital in a grain cleaning apparatus of which he is the inventor.

H. L. Day, manufacturer of the Day Dust Collector, has opened a Chicago office at 933-934 Monadnock bldg. F. H. Day will be in charge.

H. E. Furnas has severed his connection with the S. Howes Co. to take the general management of the Oneida Mill & Grain Co., of Oneida, N. Y.

The Growers & Grocers Rice Co. has been organized at Augusta, Me., to acquire the invention known as the S. C. Buck Rice Hulling Machine.

The Alma Mfg. Co., of Alma, Mich., has contracted with Hooker & Co., of San Francisco, Cal., for the sale of the McVicker Automatic Gasoline Engine in California territory. M. H. Joy is now sales manager at Minneapolis for the Alma Mfg. Co., and will look after its business in the northwest.

The C. O. Bartlett & Snow Co., of Cleveland, O., has issued a 12-page circular No. 12 describing and illustrating the Triumph Shellers, Crushers and Feed Mills. The machines shown are the Triumph Vertical French Burr Mill, Triumph Complete Portable Feed Mill, Triumph Mill and Bagging Machine, Triumph Elevator and Bagger, Triumph Corn and Cob Crusher, Triumph Corn Sheller, conveyors, elevator boots, gears and belting. Dimensions and prices are given for the different sizes.



New Bugs in the Agricultural Department.—The Graft Weevil.—Inter Ocean.

Graft in the Department of Agriculture.

Dismissals and resignations are following fast in the Dept. of Agri. since the vigorous attack upon the Bureau of Statistics by the Southern Cotton Ass'n.

Edwin S. Holmes, Jr., was dismissed; his immediate superior, John Hyde, chief statistician, has resigned; Geo. T. Moore of the Bureau of Plant Industry has resigned; D. E. Salmon, of the Bureau of Animal Industry, has been associated as a partner with Geo. Howard, who made \$500,000 out of label contracts in the Bureau, and Willis L. Moore of the Weather Bureau is said to have expended government money in establishing a summer resort in the Blue Ridge mountains.

A special grand jury was called by the district attorney at Washington, July 24, to consider criminal practices in the Dept. of Agri. Altho the chief culprit, Holmes, has disappeared, the Dept. of Justice has him under surveillance and will produce him when needed to testify. The local district attorney and the legal advisers of Secy. James Wilson have shown a reluctance to prosecute, but no doubt have been prodded to their duty by Attorney General Moody at the suggestion of President Roosevelt. The grand jury has taken a recess and will resume its inquiry Aug. 15.

An example of the loose methods in vogue in the Dept. of Agri. is furnished in the case of Mrs. Bertha Burch, secy. and confidential clerk of Statistician Hyde. Mrs. Burch entered the government employ at a salary of \$480 per year and has been advanced to \$1,800. Statistician Fessenden declares that Mrs. Burch was permitted to prepare the questions to be answered by herself in the examination for promotion. Mrs. Burch is said to have spent several thousand dollars on a trip to Europe a year ago, and acquired a luxurious home since she became a government employee. Mr. Fessenden believes that questions were sold to favored applicants.

Geo. T. Moore, inventor of nitro-culture, holds stock in the name of his wife in a company manufacturing nitro-culture, to which applicants to the Dept. were directed, when the government supply was alleged to be exhausted. In one day Moore shipped 17 pounds of this expensive article to the company in which his wife held stock. Moore's resignation has been accepted.

Secy. Wilson's entire lack of shrewdness is shown by his reliance upon D. E. Salmon, chief of the Bureau of Animal Industry, to investigate charges of graft in his own department. Salmon, of course, said nothing about his connection with the company which had a very profitable contract to supply meat labels.

That the whole crop reporting system is an outrageous farce is shown by the revised figures on the reduction in the cotton area compared with last year. Mr. Hyde, with Holmes at his elbow prompting him made the estimate lower than the facts at his hand warranted, says the newly constituted estimating board. The Hyde-Holmes or false report was 11.4 per cent reduction. The reduction claimed by the Cotton Ass'n was 18.4 per cent. It is too curious a coincidence that the revised figures are 14.9, an exact average of the erroneous figures of Hyde and the statement of the Cotton Ass'n. Did the new board simply add the Hyde falsified figures to the guesswork of the Cotton Ass'n and strike an average? What re-

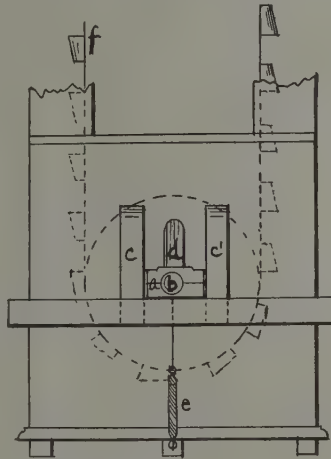
spect can be accorded estimates made up in this manner?

Guesses issued as estimates are worse than worthless because misleading. The time is ripe for the Government to stop guessing on crops.

Automatic Tightener for Elevator Belts.

Grain elevator belts often give trouble on account of not being the right length. The belt may not have been cut to the right length, the weather may have affected it or the house may have settled.

A shrinkage of the belt occurring from a change in the weather, if not noticed by



Elevator Belt Tightener.

the operator in time to adjust the boot pulley, has been known to cause the belt to break. An automatic device that is always ready to take care of the variations in length should be very useful, doing away with the labor of adjusting hand wheels, screw bolts, or keys and wedges.

An automatic belt tightener is shown in the engraving herewith. A is the journal box, adjusted in slides c and c', d is a tin covered opening allowing the shaft, b, to slide up and down, e is a coil spring fastened at the upper end to the lower side of the journal box, at the lower end to the base of the boot, f is the elevator belt.

Insurance on Grain.

Short term insurance on grain costs from 20 per cent to 140 per cent more with the stock companies than those companies charge for the same length of time on policies continued for twelve months. This extra charge for a short time accommodation, of less than one year, is a heavy load on the profits.

The Grain Dealers Fire Insurance Co. of Indianapolis, Ind., is devoted entirely to grain dealers and its efforts are to benefit elevator owners at every point possible. The company carries insurance on grain at a charge not exceeding a pro rata portion for the time the policy is kept, and after three months makes an increasing dividend for each additional month policy is in force. To accommodate the policyholders as much as possible, the directors have authorized an excess line of \$2,500 on grain in addition to the permanent policies.



Cover's Dust Protectors
Rubber Protectors, \$2.00
Metal " " 1.50
Sent postpaid on receipt of price; or on trial to responsible parties. Have automatic valves and fine sponges.
H. S. COVER
153 Paris St. South Bend, Ind.

Durable Wire Rope Co.

Grain Shovel Ropes Car Haul Ropes

JUPITER TRANSMISSION ROPES

171 Lake Street CHICAGO

Grain Purifying

When properly done is the most profitable work in the elevator, and costs very little. Must, Smut and Mold Odors, Water and Climatic Stains Removed, leaving grain clean in appearance and with natural aroma.

Every elevator is interested in this work, and you should write us by next mail for description and grain samples of work. Address

Caldwell & Barr

EARL PARK, INDIANA

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DETROIT, MICH.

Seeds

The clover seed crop is now in the critical stage of its growth.

The rumor of a corner in flaxseed is denied by the company alleged to be running the deal.

The Prairie State Seed Co., Peoria, Ill., of which G. M. Richardson was manager, has gone out of business.

E. W. Conklin & Son, Binghamton, N. Y., have registered the word "ETNA" as a trademark for grass seed.

Frank Rue has purchased the Murray Seed Store at Peoria, Ill., of which he has been manager for 2 years.

The Toledo Produce Exchange has re-appointed David Wallace inspector and weigher of seeds, and Wm. R. Hadnett, ass't.

The Thompson Seed Co., which was recently incorporated, will erect a 2-story brick warehouse, about 40x80 ft., at Albert Lea, Minn.

Williams & Wilson, who are erecting a grain elevator at Ottawa, Kan., will put up a seed elevator adjoining on a foundation already laid.

W. C. McKillican has been appointed to take charge of the work of the seed dept. of the Dominion of Canada in Alberta and British Columbia.

The American Seed Co. has been incorporated at Fort Worth, Tex. The capital stock is \$15,000; and the officers are T. W. Labatt, pres., A. E. Bell, vice pres., and M. A. Benton, secy. treas.

Toledo received the first new clover seed Aug. 3. The 15 bags came from Illinois, graded No. 2 and sold at \$6.60. J. F. Zahm & Co., who received the lot, say this premium over October will not last.

Secy. Geo. B. Ellis of the Missouri State Board of Agri., in his report issued Aug. 3 states that a very small area of timothy has been cut for seed, and the area of seed clover will be considerably below the crop of 1904.

The A. A. Berry Seed Co. of Clarinda, Ia., at its recent annual meeting re-elected the old officers and declared a dividend of 10 per cent, leaving a considerable amount of the year's profits for improvement and extension.

No clover seed and no timothy or flax seed were imported into the Philippine Islands during the 7 months prior to Feb. 1 in either 1904 or 1905. The imports of other seeds during these months were 64,308 pounds; compared with 98,461 pounds during the corresponding months of 1903-4, as reported by the War Department.

The Canadian customs dept. gave notice July 31 that the duty of 12 cents per bu. on seed wheat will not be collected in the case of Kansas Turkey red wheat to be used as seed by farmers in Manitoba and the Northwest Territories. The importer must make declaration that the wheat is to be used as seed. The duty will remain off until September, 1905.

The Shugart & Ouren Seed Co., of Council Bluffs, Ia., has been reorganized as the Shugart-Ouren Seed Co., with \$50,000 capital stock. T. J. Shugart is pres., C. G. Ouren, treas., F. R. Davis, vice pres., and J. P. Davis, secy. The company will build a 3-story seed elevator and warehouse, 45x118 ft., of frame, on a

brick and cement foundation. Gasoline or electric power will be used and seed cleaning machinery will be installed.

Macaroni Wheat Varieties.

Contradictory reports regarding the milling value of macaroni wheat are ascribed by Jas. H. Shepard of the South Dakota Experiment Station to the fact that very many varieties of macaroni wheat are in general cultivation.

About 50 varieties of durum wheat were exhaustively tested by the South Dakota station. The grain was grown at the Highmore station since 1893. Every variety was made into macaroni and preserved and form an interesting exhibit. Chemical analyses were made of the whole wheat and its products, and the flour was baked into bread, which again was compared for gluten strength, protein content, size and color of loaf.

The best of all the Russian macaroni wheats was found to be Kubanka No. 5639, with Pererodka No. 1515 a close second. The number of worthless varieties are too numerous to mention. Their characteristics are stated in detail in Bulletin No. 92 of the S. D. Exp. Station.

A comparison of the best macaroni wheat, Kubanka No. 5639, with the best blue stem, Minnesota No. 169, is interesting. The blue stem has a greater per cent of indigestible fiber and the Kubanka carries more sugar, which accounts for the sweeter bread. The Kubanka No. 5639 produced 15.2 bus. per acre, weighing 62 pounds per bu. The Kubanka yielded 76.8 per cent of flour, compared with 68.4 per cent flour from blue stem. The loaf volumes of the best of the spring wheats and the best of the Russian durums are practically equal. Professor Shepard states that the best macaroni wheats make a bread equal or superior to that from the best spring wheats.

Reports about left-handed conduct on the part of officials in the Agricultural Department have taken the place of the crop reports.—*Memphis Commercial Appeal.*

New Elevator at Buckland, O.

The Dingleline Grain Co. has just completed a spacious elevator at Buckland, O., on the Lake Erie & Western R. R. A photograph of the building is reproduced in the engraving herewith.

The house has a 7-ft. concrete basement, its storage capacity is 20,000 bus., and the machinery is driven by a 25-h.p. gasoline engine. Its equipment includes 2 stands of elevators, one with 14x7 and the other with 10x6 cups, a 700-bu. capacity sheller and cleaner, and a passenger lift.

A number of Buckland residents and a few farmers in that vicinity compose the Dingleline Grain Co. All the machinery was furnished by the Philip Smith Co.

Eliminating Causes of Differences in Weights.

[From a paper by H. A. Foss, Chicago Board of Trade Weighmaster.]

I do not believe that the same amount of care exercised in weighing and loading grain at the average shipping point as at terminals. Of course, I realize that the facilities for weighing and handling grain at country points are not always the best, but I believe that the shippers should use every possible precaution to prevent mistakes in weighing and loading. We have visited and investigated a great many country stations, and our experiences in this connection have proved to us that there are many causes for differences in weights at loading points that could be eliminated with a little care on the part of the shipper. His field of activity lies chiefly in three directions, as follows:

First:—He may prevent shortages by inspection of cars. As a matter of special importance, it cannot be too often stated that cars should be carefully examined before loading. Bad cooping has cost the shippers of grain an enormous amount. To give you an idea of the number of cars that arrive at terminal points leaking I will state that the reports of my deputy weighmen during



New Elevator of Dingleline Grain Co., at Buckland, Ohio.

the first four months of this year show that 7,420 cars arrived in a leaking condition, which in the case of 1,734 cars was due to defective grain doors, in the case of 4,376 to defective car boxes, and in the case of 1,310 to leaks over grain doors.

Second:—He may prevent shortage claims due to charging car with grain not delivered to that car. Such charges occur in at least five different ways: For instance, it is a common practice to buy grain from farmers, weigh it and put it into elevator bins, and upon the accumulation of enough for shipment it is loaded into cars without being reweighed. Many days may elapse before this grain is loaded. It is an easy matter for a wagonload or more to go into other bins than those for which they are intended, and should such a mixture occur, a large discrepancy is the result and the shipper has a grievance against the terminal market and the railroad company.

Then, too, grain loaded direct from bins may be short on account of the bins failing to run clean, and in this connection I would like to impress upon you the necessity of examining such bins after loading.

Further, many country houses have turn-heads leading both to bins and to the car spouts, and through the failure of the operator of the house to set properly the turn-head, grain intended for cars may be delivered to bins and vice versa. This is most likely to occur when alternately receiving house and car grain. No doubt, if turn-heads could talk, they would be able to explain many shortages.

Then, again, grain is often loaded as it is bought from the farmer, and there is chance for one or more wagonloads to go into the wrong car. In checking up the loading weights and figures in cases of shortage I have often noticed that the amounts of discrepancy corresponded closely to a wagonload or hopper scale draft.

So, too, in using hopper scales, one should never weigh two drafts of the same amount in succession. I consider even draft weighing a dangerous practice, as in such weighing there is much chance either to miss a draft or enter one that has not been weighed. Where the loader has other duties to perform than weighing, he should enter his drafts at the time the grain is dropped and not postpone it until he has done some other work; neither should he enter a draft until after he has opened the scale, else he is liable to miss a draft or enter one twice.

Third:—He may prevent shortages by care in estimating weights when car cannot be weighed. To those of you who do not weigh the grain you load, but determine the amount by estimating, or rely upon grain lines, let me say that there is a great variation in the density of even the same kind of grain, so that the grain lines, as an indication of the grain ca-

capacity of cars, are necessarily wrong, except with grain weighing a certain test weight per bushel. Therefore, when you attempt to determine, without weighing, the amounts of grain you load, you must take into consideration the variation in the test weight of the grain. For instance, if a shipper were to load two cars of the same size and to the same depth, one with oats testing 32 pounds to the bushel and the other with oats testing 27 pounds, he would have considerably more weight in one car than in the other. Hence, there would be an apparent shortage on one car. There is a greater variation in the density of oats than in any other kind of grain. In fact, I have handled oats the density of which varied nearly 100 per cent, but all grains will vary to a greater or less extent.

Such an effort, as I have outlined, to eliminate the causes of differences in weight, if made by all shippers, would, I am safe in saying, reduce the claims for shortages fully 60 per cent.

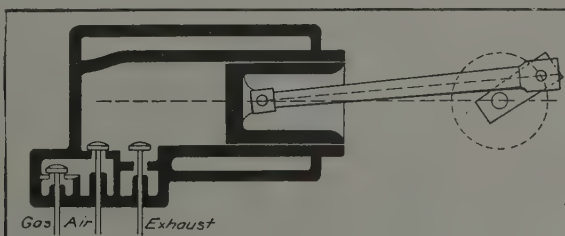
A "private wire" is nearly as dangerous as a trolley wire, judging from its paralyzing financial shocks.

The corn market has lately shown by its action its true condition: it is quickly responsive to manipulation, and dull, heavy and tired upon its withdrawal. Many who assisted to impart the life and vigor that the corn market showed in May, June and July have now withdrawn their influence. Whether on the right or the wrong side makes no difference; they feel and say they have had enough of whichever they partook, turkey or feathers. They look on indifferently, while two or three of the chief actors lag superfluous on the stage. The curtain has been run down on the last crop of corn just as it was on the last crop of wheat at \$1.20 a bushel. A frost seems to be now the only possible "curtain raiser" before we are called to see act first of the new crop. —E. W. Wagner.

Starting A Gas Engine.

After the gas has been turned off the engine makes several revolutions before coming to a stop. During this time the engine is drawing in air alone. When the gas is turned on in starting it becomes diluted with the air already in the cylinder so that the mixture is not strong enough in gas to explode.

To avoid trouble under such conditions, before starting turn the flywheel until the exhaust valve is wide open, as shown in the engraving herewith, for which we are indebted to *Popular Mechanics*. Leave the valve in this position until the burned mixture has had time to escape. Moving the piston back and forth several times will facilitate starting. Then with the exhaust open as in the diagram start the engine.



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GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8 1/4 x 13 3/4 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth half Russia.

Price \$2.00

Grain Dealers Company

255 La Salle Street

CHICAGO, ILL.

Grain Carriers

The Alton is testing a new patent steel grain door.

Canadian Pacific shops have been busy turning out 3,000 cars to handle the wheat crop.

The rate for transporting flour from the Pacific Coast to the Orient will be \$4 instead of \$5 after Aug. 15.

Sixty miles of road connecting Bemidji with Detroit, Minn., will be built by the Northern Pacific Road.

Rumor has it that a special session of congress will be called Nov. 11 to consider proposed railroad legislation.

The Canadian Pacific has let the contract for the double-tracking of 426 miles between Winnipeg and Fort William.

The Santa Fe has given a special rate of 30 cents on wheat from California terminals to El Paso. The regular rate is 43½.

A reduction of the present charges of 1½ cents for the transfer of grain from lake steamers to ocean ships is being agitated at Montreal.

The Dominion Government has decided to make the no toll policy on its canals permanent, as the result of two years' satisfactory experience.

Lake shipments of grain from Chicago during July aggregated 8,215,000 bus., an increase of nearly 500,000 bus. over the month of July a year ago.

The Receivers & Shippers Ass'n of Cincinnati contemplates bringing suit against the eastern and southern lines to stop the discrimination against that city.

It is said that the Louisville & Nashville will discharge its traffic manager as the outcome of revelations of manipulation of grain expense bills at Louisville.

Louisville does 20 per cent of the grain business south, against 6½ per cent thru Cincinnati, says C. B. Compton, traffic mgr. of the Louisville & Nashville Railroad.

By the recent completion of the turning basin in the north branch of the Chicago River the largest steamers on the lakes are enabled to turn after loading at the elevators.

Have the recent heavy buyers of wheat at Kansas City been favored by the roads with advance information of a change in rates? How can the law defeat this sort of discrimination?

A grain dealer of Spokane, Wash., has made complaint to the state railroad commission that a joint rate heretofore maintained by the Great Northern and the O. R. & N. has been abandoned.

The 50th anniversary of the opening of the Sault Ste. Marie Canal was celebrated with fitting ceremony on Aug. 2 and 3. Addresses were delivered by congressmen and Vice Pres. Fairbanks.

The O. R. & N. has let the contract for the construction of 76 miles of the extension from Riparia, Wash., to Lewiston, Idaho, which is to be the principal outlet for the great Palouse wheat fields.

Traffic officials of nearly all southeastern roads met at Louisville July 27 to consider the equalization of grain rates

thru Ohio and Mississippi River crossings. Nothing was accomplished, and the meeting was adjourned to Chicago.

The water in the St. Lawrence River is lower than for many years. The depth is 18 inches less than last year, and will become lower until autumn. Boats leaving Montreal with export grain will be able to load only partial cargoes.

The Indiana Car Service Ass'n yields the railroads a clear profit of \$1,000,000 per annum from demurrage charges. The only authority having power to abolish this graft is a state railroad commission. Justice demands reciprocal demurrage.

Effective Aug. 15 the Chicago Great Western will cancel special rates on wheat originating west of the Missouri River, from East Dubuque, Ill., to Detroit, Toledo and Dayton, O. After that date the proportional rates in western trunk line thru freight tariff No. 747 will apply.

A reduction of 1¼ cents per 100 pounds in grain rates from Kansas City and St. Joseph to Chicago has been made by the Great Western. It is said other roads for some time have been making an allowance of 1¼ cents to shippers, but it was done secretly. The Great Western's action practically amounts to an open reduction of 1¼ cents in the rate.

U. S. Engineer Davis, in charge of the deep waterway between Chicago, Duluth and Buffalo, has recommended the appropriation of \$3,390,000 for improvement of the St. Mary's Falls Canal. Colonel Davis estimates the cost of constructing a 21-ft. channel from Lake Superior to Lake Huron at \$10,160,000, and of the deepening of the Detroit River to the same depth at \$2,000,000.

The Santa Fe road tried to exact demurrage on a safe door shipped to Judge Curren of Pekin, Ill. The charge amounted to only 5 cents, but the Judge got the door by replevin, and the railroad company has started suit to recover the nickel. Judge Curren says he will fight the case to the supreme court. No notice of the arrival of the door was given the judge until the demurrage had accrued. If grain shippers likewise could place the burden of proving the justice of demurrage charges upon the carrier they would have less demurrage to pay.

The work of the Ohio State Board of Commerce gives tangible evidence of the value of the educational method of securing legislation and affords unimpeachable proof that money expended in such work is an unusually good investment. The method of concentrating effort upon a few measures to be prepared for each session of the state Legislature, having such measures carefully drawn and then submitted, in their full text, for criticism and suggestion, to a large membership composed of practical men owning and operating business investments in the state in all classes of interests, cannot fail to result in making the measures proposed the best that can be devised for their purpose. Measures that have been perfected by this process of preparation and criticism are safe measures for any Legislature to enact.

The cardinal error to which the railroads have been committed in this important controversy is the apparent belief that they have the right by arbitrarily increasing freight rates to divert at any time to their own treasuries a share of the profits of successful industries or occupations. But the courts have more than

once decisively corrected this assumption on the part of railway officials. Indeed, to concede the principle for the fixation of rates upon which the railroads through the medium of the Southeastern Freight Association have acted in this case, would concede their power to levy for no better service augmentation of tolls, for every increase of profit in every line of endeavor won by the enterprise, sagacity, and industry of the American people.—From Judge Speer's decision against the Southeastern Freight Ass'n.

Railroad's Liability for Damage by Flood.

The Kansas City Court of Appeals has recently decided a flood damage suit brought by the Moffatt Commission Co. against the Union Pacific Railway to recover the value of two cars of wheat consigned to the Murphy Grain Co. and the Benton Grain Co., Kansas City, Mo. The court decided the carrier was not liable.

Each of the grain companies had samples of the wheat on May 28 at the Board of Trade. The Moffatt Commission Co. bot the wheat that day, and requested the grain companies to send the cars to the yards of the Hannibal & St. Joseph Railroad. It was the custom of the company, and perhaps the expectation of parties dealing with it, to "card" such cars for transfer next day when the order was given before 4 o'clock the preceding afternoon. If the order was given after 4 o'clock, it could not be carried out until the second day. The cars could have been transferred the next day (the 29th) after the order given at the board of trade, but on the next day (the 30th) the great flood of 1903, caused by the overflow of the Missouri and Kansas rivers, suddenly advanced to such unprecedented stage as to make it impossible to move the cars, and it finally reached such height as to practically destroy the grain. Plaintiff does not claim that the cars could have been moved on or after the 30th, but bases its right to recover solely on the charge that defendant was negligent in not transferring them on the 29th.

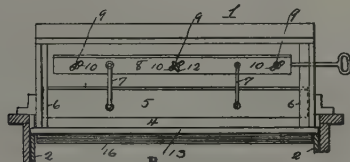
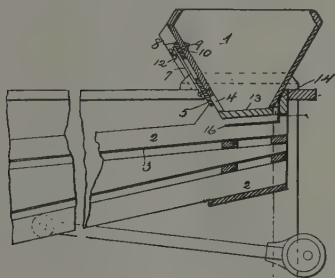
Judge Ellison said: We will assume that defendant got the order to transfer the cars from its track to the yards of the Hannibal Co. in time on the afternoon of the 28th to have made the transfer, in usual course of such business, on the 29th, and that in not doing so it was guilty of negligence. Is the defendant liable on account of such negligence for a loss occasioned by the act of God? It is generally stated to be the rule of law, and it is so held in this state, that where there is negligence concurring with the act of God, and but for such negligence the injury would not have occurred, the person guilty of the negligence will be liable. But the injury must not be too remote. It must be a natural and probable consequence of the negligence. If the injury, as a consequence of the negligence, is beyond the usual experience and expectation of mankind, there ought not to be a liability. It follows that if there was no notice or expectation of such visitation of God, there is no liability, for in such case there is no concurrent negligence at time and place. The immediate injury and result in this case was occasioned by the sudden great and unprecedented flood of 1903. It was a result almost altogether out of the course of nature. Its like had probably not occurred in the memory of any one living. Loss from such a cause

was wholly unlooked for, and was not to be expected or even taken into consideration by the most cautious.

Also, if we should regard the case as one arising from a breach of the contract to transfer the freight from one yard to another for delivery to the assignee of the consignee, the result would be the same. The consequences of a breach of contract must be such as were or should have been in the contemplation of the parties as a probable result of the breach.—88 S. W. 117.

Hopper for Seed Cleaning Machines.

A device having the twofold objects of permitting the slide of the hopper of a seed cleaning machine to open and close uniformly at both ends, and secondly to provide an outlet opening for seed which might fall from the funnel upon the base-board, has been invented by Jonathan Harris, of Cleveland, O., and is illustrated in the engraving herewith.



Hopper for Seed Cleaning Machines.

A, in the engraving, is a vertical central section thru the hopper; B is a front view thereof. The opening, 4, in the front wall of the hopper is closed by the slide, 5, movable in guides 6 at either end; 7 7 are links connecting this slide with the bar 8, which is capable of both vertical and longitudinal movements by means of pins 9, fixed in the solid face of the hopper, and parallel inclined slots 10 in the bar 8, through which the pins pass. By seizing this bar by hand and giving it longitudinal movement the slide or door below can be made to open or close as desired.

A thumb-nut 12 may be screwed upon the threaded extremity of one of the pins and may serve to secure slide at any desired width of opening to control the flow of seed to the sieves.

A stop plate, 13, closes the bottom of the hopper and is attached to the side walls of the reciprocating shoe. This moves backward and forward with the shoe, and since the plate does not tightly engage the bottom of the hopper-walls it is extremely likely to carry the material lying upon it back of the hopper-wall, where it will lodge against the back wall 14, which is now in general use to prevent such matters from spilling over the upper end of the shoe. To prevent the lodging

of such materials in a position between the hopper and the wall where they cannot be readily removed and where the gradual accumulation would prevent the free movement of the plate 13 and shoe, the outer edge of the plate is cut away or slotted at 15 next to the wall 14, so that such material if passed behind the wall of the hopper will fall through and not be retained upon the plate. The inclined bottom 13, the wall 14, and sheet-metal shelf 16 are all secured to the reciprocating hopper 2 and move therewith. To prevent such material from falling upon the upper edge of the screen below, a shelf 16 is attached to the rear wall 14 and inclines downward to throw the material farther down upon the screen, where it will mix with the other material falling from the hopper. The invention is covered by letters patent No. 794,936.

Electric Motors for Driving Elevator Machinery.

BY C. G. SCHMUCKER.

I was much interested to observe in your issue of June 25th an illustration showing "one of forty-three" electric motors installed in the Weehawken, N. J., Elevator, and I want to say a word in regard to the advantages of this method of driving machinery, which is especially adapted to grain elevators.

The initial cost of putting in an electric plant, or motors to be operated by current furnished from without, is no doubt considerable, but this is more than offset by the benefits derived, including economy of operation. The power is, of course, used only as motors need be put in operation to drive their respective machines or group of machines, and each separate piece of apparatus is rendered independent of every other with which it does not directly connect, so that the breakdown of one part of the plant does not interfere with the operation of the rest. Other advantages are clear head room, better light, freedom from dirt, and reduction of the liability of accidents to employees. Indeed, there are many more than might be enumerated in connection with any particular case under consideration, as the system is so flexible that it can be adapted to the user's requirements. It will pay elevator men to look into this.

I judge from the illustration and the text, which refers to the motors having "no brushes," that the Weehawken people are using induction motors, which, owing to their freedom from sparking (thus avoiding the danger of combustion) and the small amount of attention which they require, as well as the facility with which they can be controlled when mounted in inaccessible places, are especially to be desired for such work. Since the expiration of the Tesla patents, May 1st of this year, a good many companies are making alternating current apparatus of the induction type, and these motors may be bought at very low figures.

The Grain Dealers Journal seems to have some points which commend themselves strongly to would-be competitors. A Winnipeg sheet has adopted our name in hope of stealing some of our prestige and a domestic paper has seen fit to adopt our color, cover and stationery. A New York monthly is trying to break into the same class by copying articles from the Grain Dealers Journal without credit; all of which is gratifying.

MONON ROUTE

Four Trains Daily

between Chicago, Indianapolis, Cincinnati and the South, via Monon Route and C. H. & D.

Two Trains Daily

between Chicago, Louisville and West Baden and French Lick Springs.

Three Trains

Chicago to LaFayette.

Parlor Cars on Day Trains,
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FRANK J. REED,
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CHAS. H. ROCKWELL,
Traffic Manager.

GRAIN CONTRACT BOOK

This book is designed especially for country grain men to use in taking written contracts from farmers. The contracts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The stub is signed by farmer certifying that he has sold bushels of at per bushel to be delivered on or before It also certifies that he has received dollars on the contract. The other part is signed by elevator man and given to farmer. It certifies that the elevator man has bot so much grain, etc.

Each book contains 50 contracts, printed on linen paper, size 3 1/2 x 10 1/2 inches. You can not afford to be without these contracts as they insure delivery of grain bot, prevent losses and worry in making settlements. Book No. 9, Price 50 cents. Address

Grain Dealers Co.
10 Pacific Ave. Chicago, Ill.

EXCELLENT OPENINGS FOR MILLS

All owners of flour mills and grain elevators located in the older-settled sections at points where conditions are not entirely satisfactory can be accommodated with locations along the



We will be glad to give particulars regarding very fine openings for mills, especially, in the best wheat growing sections of Oklahoma where large quantities of wagon wheat can be secured. Excellent inducements can be secured from local parties.

Write for a copy of handbook entitled "Opportunities".

M. SCHULTER
INDUSTRIAL COMMISSIONER
Frisco Building ST. LOUIS, MO.

Supreme Court Decisions

Were the provision as to prima facie evidence as to certain purchasers on margin void because not applying to all purchasers on margin, it would not invalidate the portion of the act forbidding carrying on the business of running a "bucket shop."—*State v. McGinnis*. Supreme Court of North Carolina. 51 S. E. 50.

Where a member of a stock exchange, who was expelled for nonpayment of dues, took no steps to secure reinstatement until more than a year had elapsed, and seats in the exchange, which were valueless when he was expelled, had become worth \$7,500, he was guilty of such delay as to preclude equitable relief.—*Konta v. St. Louis Stock Exchange*. Supreme Court of Missouri. 87 S. W. 969.

Where, owing to unreasonable delay by a railroad in forwarding a car load of grain, the consignee refused to accept it, so that the consignor was compelled to leave it in the car, and the railroad company demanded and received demurrage, the consignor was entitled to recover the demurrage in an action for the damages occasioned by the delay.—*Tex. & N. O. Ry. Co. v. E. R. & D. C. Kolp, Jr.* Court of Civil Appeals of Texas. 88 S. W. 417.

In an action against a broker under Const. art. 4, sec. 26, to recover money paid on a contract for the sale of stock on margin, a balance standing to plaintiff's credit with defendant after the sale of certain wheat options, which had nothing to do with the stock transactions, did not constitute a payment or credit on the sum sued for.—*Stilwell v. Cutter*. Supreme Court of California. 80 Pac. 1071.

Where a landlord seeks to obtain a possessory warrant against his cropper under Civ. Code 1895, sec. 3130, alleging that the cropper is attempting to exclude him from possession of the crop, and fails to pay for supplies and advances made to him, it is not necessary to allege or prove the existence of any one of the grounds for obtaining a possessory warrant under Civ. Code 1895, sec. 4799.—*Visage v. Bowers*. Supreme Court of Georgia. 50 S. E. 952.

Buyers of corn shipped to them paid the draft and received the bill of lading therefor, and on the same day, without inspection, though having ample opportunity therefor, and without breaking the seal of the car, forwarded the goods to their customers. Held to conclusively establish an acceptance of the corn and bring the buyers within the rule of caveat emptor.—*W. L. Watkins & Co. v. Guthrie & Co.* Supreme Court of Mississippi. 38 South. 370.

Defendant railroad company contracted to carry freight to a point beyond its line; the contract providing that the carrier should be liable only for the safe carriage of the goods on its own road, that the exceptions from liability made by all the carriers through whose hands the goods might pass should respectively operate in the carriage by them respectively, and that the liability of the companies as common carriers terminated on the arrival of the goods at the terminal station. The contract also provided that the goods

should be transported over defendant's own line to a certain point, and there delivered to a certain named connecting carrier, with which defendant had a traffic arrangement. The freight charges for the entire distance were received by defendant. Held, that defendant was liable for a loss not occurring on its own line; the exemption clause in the contract of shipment being merely for the purpose of fixing liability as between the several carriers, and not restricting defendant's liability to the shipper.—*Eekles v. M. P. Ry. Co.* St. Louis Court of Appeals, Missouri. 87 S. W. 99.

Under Laws 1889, p. 233, c. 221, prohibiting, in effect, all wagering contracts, or betting on the rise or fall in the prices of any commodity, with the intention that, instead of delivery, there shall be paid merely the difference between the contract price and the market value of the article on the day specified, a dealer in wholesale merchandise, who purchases pork on margin to protect his contract with customers, with no intention to require actual delivery, is indictable.—*State v. Clayton*. Supreme Court of North Carolina. 50 S. E. 866.

Where the consignee of corn sold it, and the purchaser paid for it before delivery, and subsequently complained that the corn was damaged, and the consignee compromised a suit with him, in an action by the consignee against the carrier for negligence in causing the damage to the corn defendant could show the amount paid by the consignee in settlement of the action against him, the consignee being only entitled to such compensation as would make him whole.—*St. Louis & S. F. R. Co. v. McDermitt Grain Co.* Court of Civil Appeals of Texas. 87 S. W. 355.

Const. Cal. art. 4, sec. 26, declares that contracts for the sale of shares of corporate stock on margins to be delivered at a future day shall be void, and that any money paid thereon may be recovered. Held, that where stock is purchased on margin, and the customer afterwards pays the broker the amount of the broker's advances, and receives the certificates, the transaction becomes valid in its entirety, and no action will lie against the broker to recover back the money paid on the stock so delivered.—*Conrad v. Lepper*. Supreme Court of Wyoming. 82 Pac. 307.

A warehouse containing 5,448 sacks of barley at Alto, Wash., was burned Apr. 27, 1903, the fire having been started by a locomotive engine emitting large quantities of sparks, coals and burning cinders. Suit was brought against the Oregon Ry. & Nav. Co. to recover the value of the grain, but the court directed the jury to bring in a verdict for the railroad company. On appeal the federal circuit court reversed the judgment and ordered a new trial, on the ground that the question of negligence should have been left to the jury.—*Richmond v. Oregon Ry. & Nav. Co.* 137 Fed. 484.

E. R. & D. C. Kolp, Jr., shipped a car load of oats in June, 1903, from Day's Switch, Tex., to Sour Lake, Tex., over the Houston & Texas Central and Texas & New Orleans Ry. Co., billed shipper's order notify Wilhelm Brokerage Co. On arrival at Sour Lake July 14 the brokerage company would not receive the car, the contents having been in transit since June 22, and the shippers were not notified of arrival until July 23. The oats remained in the car 24 days before the shippers could dispose of them, and then had to sell at 9 cents less than the market value. E. R. & D. C. Kolp brought suit to recover \$84.40 for the depreciation of 937 bus. of oats, \$24 demurrage which they had paid, and \$15 overcharge in freight. The jury was directed by the court to give judgment for plaintiff for the full amount against the Texas & New Orleans Ry. Co. In affirming this verdict the Court of Civil Appeals of Texas said: The court did not err in instructing the jury to return a verdict in favor of the Ft. Worth & Denver Railway Company. We cannot perceive any negligence in that company's routing the oats over the lines of the Houston & Texas Central and the Texas & New Orleans Railroad Companies, to be delivered by the latter at Sour Lake, when it is shown that, at the time of the shipment from Ft. Worth, official notice had been given by the company of the opening of its station at that place. If not prepared to deliver the freight at its destination when tendered, appellant should have declined to receive it, and have notified plaintiffs of the fact. Instead of doing so, it accepted the freight for transportation to its destination, and, having accepted it, should have delivered it there with reasonable dispatch, though it might have had to haul it there from its nearest station on wagons.—88 S. W. 417.

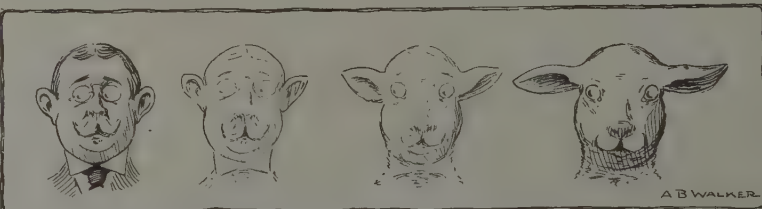
What relation is ex-statistician Hyde of the Agricultural Dept. to ex-vice-pres. of the Equitable Assurance Society?

Professor H. L. Bolley of North Dakota now declares that the three colors of rust are merely different stages of the same plant.

The Cuban senate has failed to pass the bill discriminating in favor of rice from the United States. The bill passed the Cuban house June 28.

Storage of grain in time of peace to provide against war is recommended by the royal commission of Great Britain. It is said that a system of elevators will be built at Manchester to hold 3 months' supplies. What a feast grain infesting insects will have.

Durum wheat yielded 25 to 30 bus. on an experimental patch near Colorado City, Colo. The experimenter, W. P. Epperson, of that city, will sow several hundred acres. The crop that proved so successful received not a drop of water other than the scanty rainfall.



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Gentlemen:—The car loader you put in my elevator here does good work and I am well pleased with the same. You may know I am satisfied for I did not need to try it thirty days before I paid for it.

Most respectfully

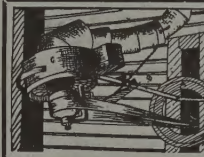
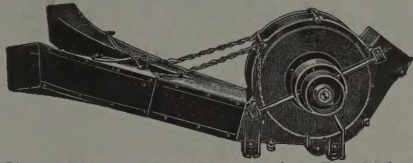
Donovan, Ill., May 23, 1903.

JNO. NELSON:

That Mr. Nelson did not make a mistake in paying for his loader before the thirty days were up is shown by the fact that a year later we sold one to his competitor and the latter said he talked with Mr. Nelson before writing us. We have sold more loaders this season than ever before to people who have either tried them and are now buying for other elevators, or to people who had talked with some one else who had tried them

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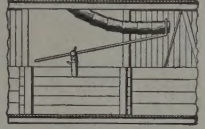
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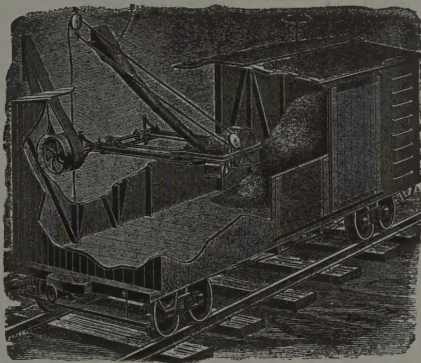
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Loads, cleans and cools all at the same time. Latest and best, less power, perfect service. No more cracked corn, cleaner and better grain. After spending about two years in studying this problem we have found the proper principle for loading grain into cars and have perfected a machine which applies the principle of loading grain by air pressure, perfectly. We now have a number of these machines in operation.

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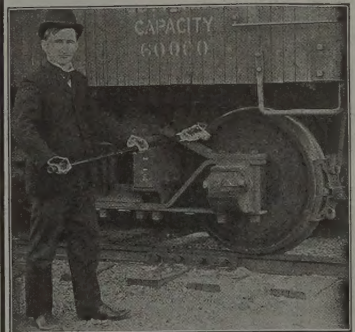
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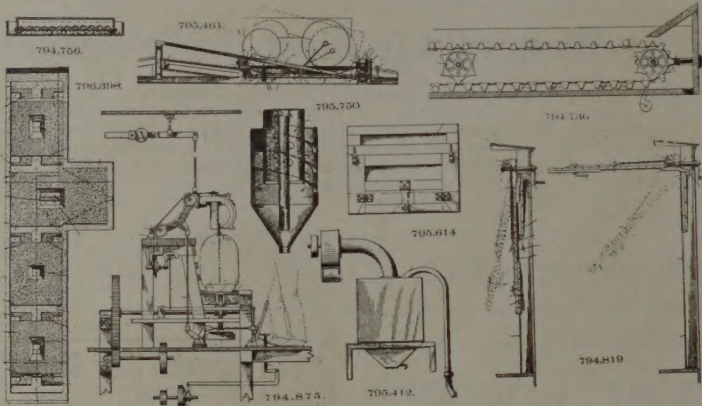
Exhaust Muffler. No. 794,926. Benjamin Crawford, Auckland, New Zealand.

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Spark Plug for Explosive Engines. No. 795,459. Fredus A. Thurston, Chicago, Ill.

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Sparkign Igniter for Explosive Engines. No. 795,617. Chas. Jacobson, Warren, Pa.



Speed Regulator for Explosive Engines. No. 795,295. Anton Markham, Jersey City, N. J.

Electrical Ignition Apparatus for Internal Combustion Engines. No. 795,349. Arthur J. Postans, South Kensington, Eng.

Internal Combustion Engine. No. 795,236. Chas. E. Sargent, Chicago, Ill., assignor to Sargent Engineering Co., Chicago.

Valve Controlling Mechanism for Gas Engines. No. 794,794. Geo. H. Ellis, Chicago, Ill., assignor to International Harvester Co.

Sparkign Igniter Gear for Explosive Engines. No. 794,826. Emil Westman, Minneapolis, Minn., assignor to the Enterprise Machine Co., Minneapolis.

Seed Tester. No. 794,756. (See cut.) Simon Van Bruggen, Paterson, N. J. The seed receptacle is formed with a waved surface and is adapted to be supported above the water receptacle. The cover has an air vent.

Grain Car Door. No. 795,614. (See cut.) Xavier Hubert, Superior, Wis. Near the bottom edge of the door is an elongated opening closed by a pair of horizontally swinging gates, a vertical hasp extending transversely across the overlapping ends of the gates.

Combined Dump and Elevator. No. 795,461. (See cut.) Ross W. Tomlin, Sheridan, Ill. The wagon is driven up an incline upon an evenly balanced tilting platform, the team standing on a tread power from which power is transmitted by shaft to the elevating machinery at the tail end of the wagon.

by suitable connections, raises and lowers the stitching head, the weight of which is counterbalanced.

Pneumatic Grain Elevator. No. 795,412. (See cut.) Samuel Olson, Chicago, Ill. Near the upper end of the tank is a horizontal partition, apertured. Thru the top of the tank passes a grain suction pipe connected to the partition in line with an opening therein. An air suction pipe communicates with the tank above the partition, and is connected to a fan. The grain suction pipe has a flexible tube secured to its lower end, and the lower end of the tank is the discharge valve.

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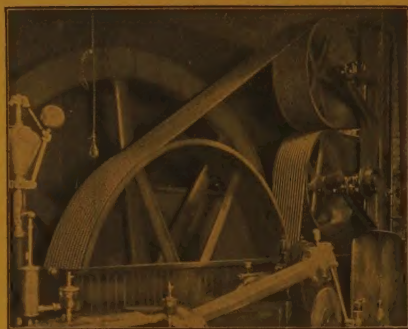
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